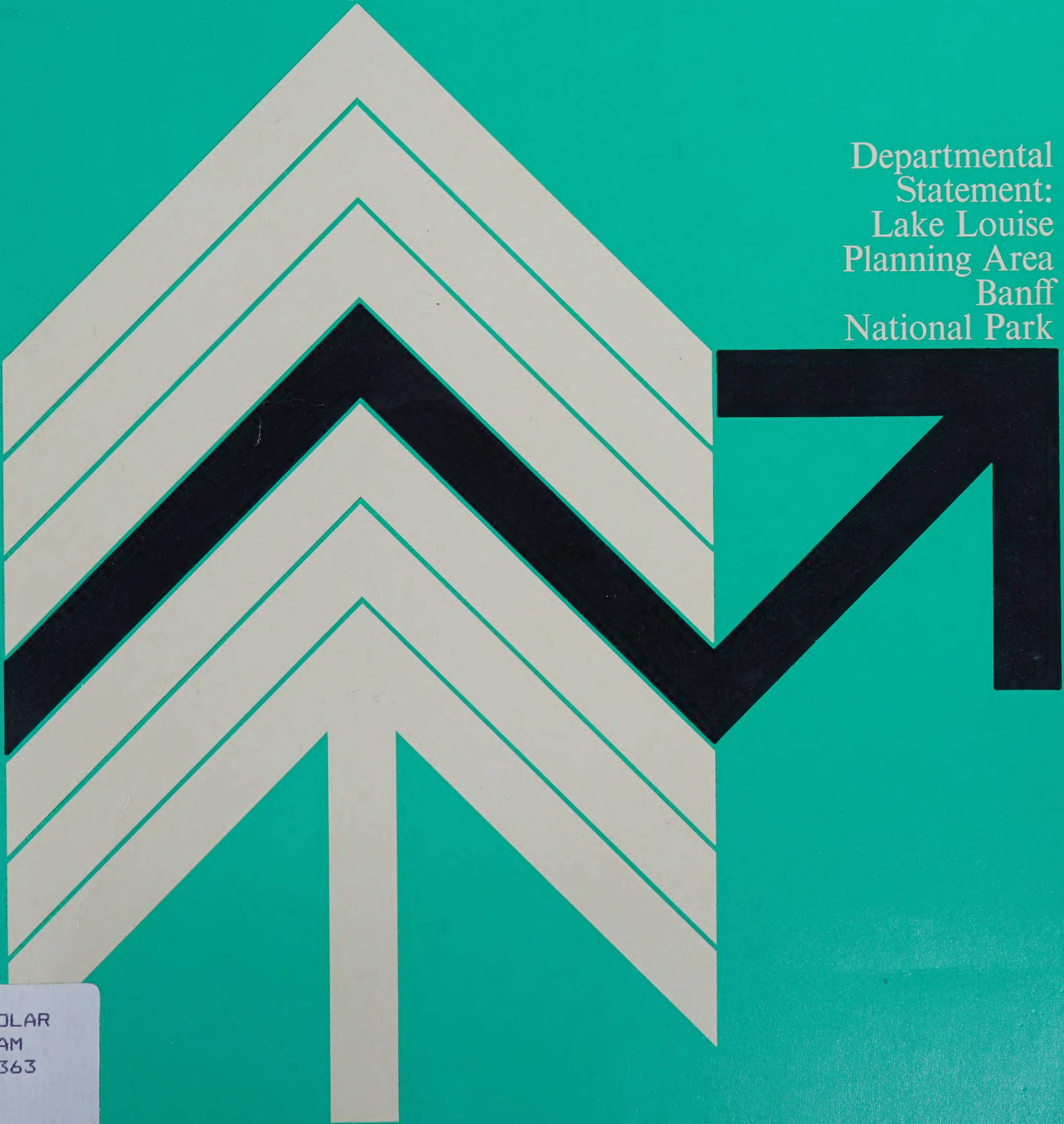
FEB 3 1972

BOREAL INSTITUTE
LIBRARY



Departmental Statement: Lake Louise Planning Area Banff National Park

Public Hearings on Provisional
Master Plans for
Canada's National Parks

POLAR
PAM
5363

POLARPAM

Digitized by the Internet Archive
in 2022 with funding from
University of Alberta Library

https://archive.org/details/publichearingson00cana

Contents

Introduction 2
Visitor Services Centres – Mountain Park Complex 3
Plans for the Lake Louise Visitor Services Centre 4
Lake Louise 4
Village Lake Louise (Lower) 4
Village Lake Louise (Upper) 5
Circulation 5
Village Lake Louise Ltd. Development Proposal 5
Planning process 5
Main features of the proposal 6
Responsibilities of the National and Historic Parks Branch 6
Lease arrangements 6
  Master lease 6
  Sub leases 7
Appendix "A" 8
Appendix "B" 8

C6380-5

Introduction

This document, outlining proposals for the Lake Louise area of Banff National Park, has been prepared for the consideration of the public. In accordance with undertakings given in April 1971 during public hearings on provisional master plans for Banff, Jasper, Kootenay and Yoho National Parks, the conceptual plans proposed by Village Lake Louise Ltd. for a long-term development of a visitor services centre at this location are included in this information kit. Together, these documents form the basis for a public hearing on Lake Louise to be held in Calgary, Alberta.

To assist in assessment of these plans, the following broad areas are dealt with herein:

1. The purpose and need for visitor services centres within the mountain park complex, including revisions in the provisional master plan proposals regarding these centres made as a result of representations received during the April 1971 hearings.
2. The principal reasons for selecting Lake Louise as a visitor services centre.
3. The approximately 750 square-mile Lake Louise Planning Area to be served from this centre and some of the principal features within the area.
4. A brief discussion of each of the three sub-areas within the Lake Louise Visitor Services Centre which have already been committed in varying degrees to accommodate visitor needs. Together these areas represent less than 1/10th of 1 per cent of the land in the planning area.
5. Circulation of visitors – roads and public transit.
6. The specific plans presented by Village Lake Louise Ltd. from the departmental perspective; how these relate to departmental policies; the responsibilities of the Department and how these would be exercised if the plans are approved.

One feature of the Company's proposals is drawn particularly to your attention, namely their intention to provide an opportunity for Canadians to invest in Village Lake Louise Ltd. Details are set out on page 7 under the heading "Managed Units".

As visitors increase, the crucial judgements in administration of the mountain parks will be those affecting the carrying capacity of the various areas in the park complex as a whole; in the Lake Louise Planning Area; and in the immediate vicinity of the proposed visitor services centre. While there are no reliable scientific yardsticks available that allow precision in making such judgements, the present volume and density of use, projected five to ten years, points clearly to the need for restraints – first upon certain wasteful and particularly harmful uses of park lands and, eventually, to the need for controlled access.

Consequently, the first priority is to reduce the impact of the visitor upon the park environment in the hope that as many Canadians as possible, now and in the future, may enjoy their parks without destroying them. This will be accomplished by various means: reducing use of the private automobile wherever possible as technology and economics permit; concentrating needed services in as few and as tightly compacted areas as possible and locating them in areas already committed to services or areas of minimal ecological significance; encouraging establishment of visitor services outside park boundaries whenever possible; intensifying education and interpretation programs on the proper uses of park resources; and carrying out much more research and scientific monitoring. Restricted entry to the parks should be a last resort. It should not be beyond our ingenuity to welcome increased numbers of visitors to this magnificent 8,000-square-mile park complex. But they must be subject to ground rules which will assure them and future generations of an insight into a natural environment as close as possible to its original character. At the same time, however, very stringent restrictions and even absolute denial of entry will be required in certain zones – either because of their extreme fragility, or to provide an opportunity for recovery.

It is within this frame of reference and this philosophy that the detailed provisions of the agreement with the Company, if approved, will be drawn and administered.

Visitor Services Centres – Mountain Park Complex

Although Banff, Jasper, Yoho and Kootenay National Parks are four distinct administrative entities straddling two provinces, these contiguous park units together comprise approximately 8,000 square miles and are treated as a single block for planning purposes.

Provisional master plans for these parks, reviewed at the April public hearings, proposed visitor services centres at Banff, Lake Louise and Saskatchewan River Crossing in Banff National Park and at Pocohontas, Jasper and Poboktan in Jasper National Park. In Yoho National Park, the town of Field which exists primarily as a railroad centre would appear to have a limited future and therefore was not designated as a visitor services centre. Visitor needs in that park can be met in Lake Louise or at Golden to the west of the park. A visitor services centre was not proposed within Kootenay National Park either, because visitor needs can be met in the Radium Junction area just outside the park.

As a result of representations made at the hearings, plans for centres at Pocohontas and Saskatchewan River Crossing have been dropped because of their proximity to suitable areas outside the parks which can be developed to conveniently provide visitor services needs. Plans for a visitor services centre at Poboktan have also been dropped because it is felt the Town of Jasper can adequately continue to meet visitor needs in this region of the park. Thus, revised plans for the total mountain park area call for only three visitor services centres – at Banff, Lake Louise and Jasper.

The principal reasons for retaining plans for a visitor services centre at Lake Louise include:

1. Its strategic location as a focal point for such locations as Lake Louise, the Yoho Valley and Takakkaw Falls; Emerald Lake and the Natural Bridge; Lake O'Hara; Moraine Lake and the Valley of the Ten Peaks; Hector and Bow Lakes and the Red Deer Lakes and Skoki.
2. It is ideally located to serve transient traffic as well as longer-term park visitors. The area lies astride the Trans-Canada Highway and the railway, halfway between Golden and Canmore and at the southern terminus of the Banff-Jasper Highway.
3. No new access roads nor intrusions are required. The planned development will result in consolidation of present facilities and rehabilitation of some areas previously used for a variety of purposes.
4. Location of a visitor services centre at Lake Louise will reduce the pressure on Banff Townsite. Neither area alone can meet the volume or full range of demands anticipated.

The Lake Louise area is already substantially committed to this purpose. Its long history as a visitor services centre dates from the construction of an hotel by the CPR at the turn of the century. This hotel was adequate for the visitors and life style of the time, but continued growth in popularity of Lake Louise and the changing habits of visitors brought a transformation to the area. In the intervening years, motels, hotels, campgrounds, stores, ski lodges and gas stations proliferated, without benefit of an overall plan providing for orderly development.

In 1963 a study was commissioned for long-range development of visitor facilities to be located on the valley floor at the confluence of the Pipestone and Bow rivers. This plan was made public in 1965 and has since been the guiding document. It was consistent with the National Parks Policy statement* of 1964 and the 1965 policy statement on winter recreation in which the Whitehorn-Temple area was identified as one of three downhill skiing areas to be developed in Banff National Park.

A visitor services centre at Lake Louise, however, must do much more than merely service the skiing enthusiast. As previously mentioned, it is a convenient focal point for the enjoyment of a wide range of park features. For purposes of this document, an approximately 750 square-mile area has been identified as the Lake Louise Planning Area and is shown on Maps 2 and 3 accompanying this document.

Map 2 is a general map showing many of the features of the planning area. It demonstrates the importance of Lake Louise as a focal point. Map 3 shows the application of the National Parks zoning system to the planning area and demonstrates clearly the limits within which the ski slopes will be developed (Class IV), as well as the three sub-areas to be allocated for development of the visitor services centre (Class V). Changes in zoning in the planning area, by comparison with the provisional master plans presented at the April 1971 public hearings, reflect the criticisms and suggestions received at that time.

Zoning Class	Description	Approximate Area (Acres)	
V	Lake Louise (Chateau area)	80	
V	Village Lake Louise (Lower Village including campground)	200	
V	Village Lake Louise (Upper Village)	100	
Sub total – Class V			380
IV	Ski slopes and lifts	800	
IV-T, V-T	Roads, railroads etc., including 4-laning of Trans-Canada	2,500	
IV	Lands within Whitehorn-Temple ski area not utilized for slopes or lifts	6,000	
Sub total – Class IV, IV-T, V-T			9,300
**IV-T and V-T – Transportation right-of-ways			
TOTAL			9,680

---

*Laing, Arthur: National Parks Policy, House of Commons, September 18, 1964.

Class IV and V zones, which include transportation facilities as well as visitor services and recreation facilities, account for about 9,700 acres, or 2 per cent of the planning area.

Activities which will be available to visitors in the Lake Louise area, the ability of the region to absorb continuing increases in visitor activity, and an indication of various safeguards which will be required are described in Appendix B.

The visitor services centre concept is designed to make it possible for park visitors to have convenient access to park features on a year-round basis. Unfortunately, at the present time accommodation in the Lake Louise area experiences extreme peaking in the months of July and August and during weekends throughout the year. As a consequence, the economic base for establishments in the area is uncertain; most are, at best, marginal in financial terms and this inevitably has an effect on the quality and consistency of all services available to visitors. An important objective for the visitor services centre at Lake Louise is to make possible consistent standards based on year-round operations that will enhance the enjoyment of the park visitor.

Plans for the Lake Louise Visitor Services Centre

There are three recognizable areas within the centre itself:

(a) *Lake Louise;* the area adjacent to and including Chateau Lake Louise.
(b) *Village Lake Louise (Lower);* the area on the valley floor close to the junction of the Bow and the Pipestone rivers.
(c) *Village Lake Louise (Upper);* the area at the base of the Whitehorn-Temple skiing slopes.

The planning for each area is as follows:

Lake Louise

This internationally famous scene attracts an increasing number of visitors each year. Existing facilities are not satisfactory. Vehicle and pedestrian traffic conflict; paths and trails to the lake are indefinite and overcrowded; buildings and facilities are intrusive and incompatible with the majesty of the site; throughout most of the busy summer season roads and parking areas are congested.

Long range planning for the Lake Louise sub-area is based on the following guidelines:

- Vehicle, pedestrian and equestrain traffic will be separated wherever possible;
- The lakeshore and Louise Creek area will be kept free of vehicle and equestrian traffic;
- Adequate rest and congregation areas will be provided as part of the development of a walkway to the viewing areas;
- Parking and vehicle traffic facilities will be developed to a defined desirable maximum level. During periods when visitor demands exceed the vehicle capacity of the area, alternative means of transportation to the Lake area will be provided; and
- No new accommodation facilities will be built in the vicinity of Lake Louise. As opportunities arise, existing facilities, including the Chateau, will be phased out with the objective of Lake Louise eventually becoming a day-use area only.

Village Lake Louise (Lower)

The 1965 development plan envisaged the visitor services centre being in this location and areas were designated for staff accommodation, restaurant facilities, motels, picnic areas, maintenance compound, shopping plaza, etc. Present plans propose a scale of development sufficient to accommodate approximately 1,300 visitors in motels and inns and about 1,500 in the campground and trailer park. Accommodation will also be provided for the permanent and seasonal employees required to operate these facilities, and for the staff of the Parks Branch. Because of ease of highway access, these facilities will primarily meet the needs of campers and the shorter term visitor.

Facilities for 800 visitors in motels and inns, and 1,500 visitors in campground and trailer park installations have already been developed or committed. The remaining accommodation and facilities have yet to be committed.

Village Lake Louise (Upper)

This area of approximately 100 acres, at the base of the Whitehorn Ski Hill, will provide services and accommodation for approximately 3,000 visitors. This scale relates to the potential of the ski slopes, estimated at about 8,500 skiers, but will be designed as a year-round facility. Staff accommodation and facilities will be included.

The figure of 8,500 skiers is calculated to fully protect the interest of day skiers who will continue to have access to the slopes and to the improved facilities. It is predicated also upon full development of the skiing potential of the Whitehorn-Temple area in keeping with the decision to restrict downhill skiing to three locations in Banff National Park.

Circulation

The existing road system in the Lake Louise Planning Area is generally adequate for the proposed plans. The only major development will be the twinning of the Trans-Canada Highway dictated by national, not park, requirements. Design standards in relation to the twinning of the highway will also require interchanges to provide connections for Lake Louise, Village Lake Louise and the Banff-Jasper Highway. It is recognized that the steady increase in visitors to the mountain parks as a whole and to the Lake Louise Planning Area, will inevitably generate pressure for more roads. It is intended that these needs, as and when they arise, will be met by public transportation systems of various kinds. Such systems, unless heavily subsidized, depend upon the availability of a sufficient number of potential users concentrated at a particular point of origin. Plans for the Village Lake Louise area will satisfy this requirement. It is also proposed that as public transportation systems develop to such a degree, roads leading to some park areas will be closed to private cars along the experimental pattern being developed in Point Pelee National Park.

The purpose of the preceding sections of this document has been to provide the general context within which plans for the Lake Louise Planning Area and the Lake Louise Visitor Services Centre have been developed.

This section discusses, from the Department's viewpoint, the conceptual plan developed by Village Lake Louise Ltd. for construction of an integrated centre. These conceptual proposals are consistent with planning objectives developed over the years by the National and Historic Parks Branch of the Department of Indian Affairs and Northern Development. They relate to environmental protection, architectural and design compatibility and high standards of services within reach of various income levels. They contain safeguards necessary for these and other purposes.

As noted earlier, a plan for development of commercial facilities in the Lake Louise Visitor Services Centre was prepared by the Department during the early 1960's and released in 1965. From 1965 to 1968 efforts to interest private enterprise in commercial aspects of the development, through public advertisements, met with limited success. Only a few of the required commercial facilities were established. In the spring of 1969 the Department conducted a series of invitational presentations as a further step to encourage public interest. Several parties expressed interest but only one, Village Lake Louise Ltd., presented and followed up with a proposal for the total development of visitor services.

Planning process

Subsequent to the submission of the Village Lake Louise Ltd. proposal a series of meetings between officials of the National and Historic Parks Branch and the Company were held starting in June 1969. The result of these meetings was the signing, in March 1970, of a Memorandum of Intent between the Company and the Crown. This memorandum provided the framework within which the Company agreed to proceed with the planning for the development of an all-season visitor services complex, to be known as Village Lake Louise. The development and operation of the accommodation and services in the complex were to be carried out by the Company according to a master plan subject to approval by the Minister, and under the authority of a lease to be issued by the Minister for the lands prescribed.

Main features of the proposal

Of particular note in connection with the Village Lake Louise Ltd. proposals are the following points:

1. Commercial facilities are divided into two components – the Lower Village located on the valley floor and oriented primarily towards the highway, and the Upper Village located on a ledge at the base of Whitehorn and oriented primarily towards outdoor activities in the mountain hinterland. This two-part division is related to transportation, economic viability and design constraints. There are presently certain commercial leaseholders in the Lower Village whose agreements provide for a pre-defined expansion of facilities. Village Lake Louise Ltd. will provide whatever commercial services are required beyond these levels.
2. The plans puts forward a concept of ultimate development. Construction of facilities will be phased over a period of years.
3. The total land area under development will remain approximately as at present, but there will be some exchanges to meet design requirements. This will include land restored to its natural state as a result of consolidation of some facilities now scattered on the valley floor at Lake Louise.
4. Height of buildings will be regulated in relation to overall design and setting and will be in harmony with the landscape.
5. The two components of Village Lake Louise will provide a variety of year-round accommodation and other visitor services catering to a broad range of interests and income levels.
6. Throughout all phases of the project, from conceptual design through final construction and operation, priority will be given to ecological considerations to ensure minimum impact on the environment of the area.

Responsibilities of the National and Historic Parks Branch

In the event that the Village Lake Louise Ltd. proposal is approved, the continuing management and protection of the natural environment in the Lake Louise Planning Area would be the primary objectives of the National and Historic Parks Branch. The National Parks Act and Regulations would continue to govern the activities of park visitors and enforcement would be the responsibility of the Warden Service in cooperation with the Royal Canadian Mounted Police. The National and Historic Parks Branch would work with the Company to ensure that the highest standards are adhered to in development and operation of the Village complex. The Branch would also ensure that the interests of the public were safeguarded at all times, both as to the quality and quantity of services rendered and in respect of the protection of the environment of the national park. To best carry out these responsibilities, a national park operations manager working under direction of the Superintendent of Banff National Park, would be resident in the visitor services centre.

National park operations within the Lake Louise Visitor Services Centre would include interpretation, resource conservation, information and maintenance programs. These would be operated by national parks staff. At present, most of these programs are carried out on a centralized basis from the park headquarters at Banff Townsite. With further development of the centre, the scope and content of these programs would be expanded and their effectiveness improved through direct local management.

Garbage disposal in the Lake Louise area is a matter of concern. One problem concerns bears living at the present disposal site, a landfill operation. Without positive corrective action this problem will intensify in coming years.

Extensive research into the garbage disposal problem is underway on a park-wide basis and indications are that high temperature incineration might prove to be the most satisfactory solution. Final decisions, however, must await completion of the study which is considering all aspects of environmental concern.

Other responsibilities of the Branch are detailed in the following two sections which describe leasing arrangements and departmental controls.

Lease arrangements

a. *Master lease*

The Minister is authorized, under the National Parks Act, to grant a lease or license of occupation to private interests for the use of park lands for the purpose of developing and operating a visitor services centre, as proposed in the Village Lake Louise Ltd. development plan. In line with standard practice, the agreement would take the form of a lease, incorporating the terms and conditions under which the development company would operate. The National Parks Act gives the Minister authority to grant such a lease for 42 years with a 10-year management contract renewable at the expiry of the lease, all things being satisfactory at that time. It is through such a lease or license that the Minister stipulates all the covenants and conditions deemed essential to protect the public's interest. Also, the lease or license would provide the development company, through negotiation with the Minister, with the protection it requires for its investment through sole possession of the prescribed lands.

A single lease would be issued by the Minister for areas which would be described according to legal surveys. The main considerations to be provided for in the lease are:

- i) Conditions to ensure the lands will be developed in accordance with an approved overall development plan.
- ii) Conditions to ensure that development takes place in accordance with an approved schedule or phasing to coincide with increasing demands of public use. (The development schedule would also recognize a viable economic return to the Company).
- iii) Conditions to ensure maximum protection of the environment and ecology at all times, both within the leased area and upon other lands affected in any way by the development.
- iv) Quality control on construction and ensuing operations of the development.

v) The right on the part of the development company to sub-lease designated areas within the prescribed lands, either for land or for space within buildings erected by the Company, as approved by the Minister.

vi) Stipulation that the prime purpose of the complex is to provide accommodation and related services to the public.

vii) Land rental, payable to the Government, to be based on a percentage of gross revenue derived from the Company's operations.

viii) Provisions for the payment of fees or charges levied for water, sewer, garbage and snow removal services as they may be supplied by the National and Historic Branch.

ix) Provisions to restrict permanent occupancy in the Village complex to those persons and their families who, by the nature of their employment in the visitor services centre are required to live in the Village.

x) Conditions to govern the types of retail or commercial businesses in the shopping complexes of the development.

xi) Conditions to provide, at agreed upon rental rates, staff and office accommodation as will be required by the Superintendent of Banff National Park for management and visitor programs (interpretation and visitor information) associated with the Lake Louise area. Similar arrangements may be made with the RCMP, the Post Office or other Crown agencies as required.

xii) A description of the respective responsibilities of the Company and the Department of Indian Affairs and Northern Development concerning the construction and maintenance of roads, utilities and works in the Village complex.

Provided approval in principle of the master development proposal for the Upper and Lower Village areas is granted, the Company would be required to obtain approval of the Director, National and Historic Parks Branch, for all working plans and specifications of the development components (buildings, structures and other works) prior to their scheduled construction.

All National Park Regulations with respect to development and construction would apply. Contractors would have to comply with these regulations and with any Provincial Acts applicable in Banff National Park.

Erection of signs would be subject to National Park regulations.

The Director or his authorized representatives would make periodic inspections to ensure that construction was being carried out in accordance with approved plans and National Park Building Regulations.

b. *Sub leases (Managed Units)*

Village Lake Louise Ltd. has submitted a proposal to the National and Historic Parks Branch in respect of the sale of sub-lease interests for accommodation units in Village Lake Louise. This would assist the Company in preliminary financing for capital development in the Village and at the same time would give Canadians an opportunity to invest in Village Lake Louise Ltd.

In return for an investment in the Village development, an individual would receive certain occupancy privileges for the leased unit. Subject to the conditions described below, occupancy would be available to the sub-lessee for a maximum of 45 days per year. In no event would occupancy exceed 30 consecutive days and at least 60 days would have to elapse between successive periods of occupancy. Unless occupied by the sub-lessee pursuant to the foregoing conditions, the accommodation unit would form part of the general rental pool.

Underlying the proposal is the Company's intention to make the Village concept and its attendant opportunities as attractive as possible to residents from various geographic regions of Canada and to provide an appeal to a cross-section of income groups on the basis of a wide price range of units being offered.

Depending upon public reaction to this concept, the Department will insist upon certain controls being exercised. These would include:

(a) a pre-determined percentage of managed units relative to the total rental units;

(b) a pre-determined percentage of managed units relative to geographic regions of Canada, e.g., a maximum of 25 per cent relative to Alberta; and

(c) a pre-determined percentage of managed units relative to each of the three standard levels or classes of accommodation.

Appendix "A"

A variety of studies and research have provided background information for the proposals described in these documents. No attempt has been made to include this information in the public hearing kits because it is felt its appeal is too limited to justify the cost and volume of printing involved. A list of the subject matters follows, however, and queries from individuals or organizations regarding specific details of them should be made to the Director, National and Historic Parks Branch, 400 Laurier Avenue West, Ottawa, Ontario. K1A 0H4.

- *A Study of Outdoor Recreation Habits of Canadians in 1969:* National and Historic Parks Branch;
- *Traffic Studies, Lake Louise Area, (Continuing program):* National and Historic Parks Branch;
- *Flooding Potential Analysis, Pipestone and Bow Rivers, Lake Louise Area:* Inland Waters Branch, Department of the Environment;
- *Conceptual Design and Analysis, Water Supply and Sewage Disposal, Lake Louise Area:* Associated Engineering Services;
- *Environmental Research Considerations, Lake Louise Area, (Correspondence):* Thorsell, Dr. J.W.;
- *Analysis of Sport Fishing Waters in Lake Louise Area, (Correspondence):* Canadian Wildlife Service;
- *Master Development Plan, Lower Lake Louise Visitor Services Centre:* Project Planning Associates Ltd.

Appendix "B"

Following is a discussion of visitor activities currently being pursued in the Lake Louise Planning Area, the ability of the area to absorb continuing increases in these activities and planning considerations necessary in the face of continued use pressures.

All-season Activities

Pleasure driving
The road network in the Lake Louise area provides for extensive pleasure driving, but the continued popularity and growth of this activity will increase pressures on the highway system. No expansion of the road system is projected beyond that discussed and illustrated in these plans. Therefore, it will be necessary to examine the provision of suitable alternative modes of transportation, not only for the Lake Louise area but for Banff National Park as a whole.

Sightseeing
Planning for the Lake Louise area will reflect the anticipated growth in popularity of this activity. However, changes in modes of transportation for the park visitor can be expected in the long run and they will be designed to enhance the sightseeing experience and to reduce the impact on the environment. Proposed increases in visitor accommodations and pedestrian oriented services at Lake Louise will offer greater opportunities for leisurely enjoyment of the spectacular scenery of this region.

Walking and hiking
Planning for this popular activity will be based on the assumption that trails and walks of three miles or less will continue to receive the greatest use. The present extensive trail network of about 150 miles in the vicinity of Lake Louise will be improved as necessary to increase capacity to meet the expected growing needs. Observations during 1970 and 1971 indicate an increasing emphasis on long distance wilderness hiking. This trend will be monitored and studied carefully because of the central location of Lake Louise as a hiking headquarters.

Outdoor photography

The internationally renowned landscape of the Lake Louise area should not be impaired by development. The variety of opportunities available to the photographer will probably be enhanced by the provision of additional accommodation and related support facilities, together with the consolidation of existing scattered facilities such as bungalow courts, housing areas for CPR, National Park and other residents, hostels, park maintenance, visitor accommodation and the like.

Nature study

The wide range of altitudinal zones in the Lake Louise area present a diversity of faunal habitats and floral zones for devotees of this popular activity. While a good network of trails exists, the need for more interpretive trails and displays is recognized, as well as the need for improvements to existing trails in order that they can withstand the anticipated use.

Summer Season Activities

Picnics and cookouts

Development planning in the Pipestone River delta will include more areas for picnicking in attractive settings. As the demand grows picnic sites will be added in appropriate locations, adjacent to transportation routes, throughout the Lake Louise area.

Bicycling

No reference was made to bicycling in the provisional master plan for Banff National Park. There has been a surge of interest in bicycling during the past few years, and it is felt that provision should therefore be made for bicycling in the Lake Louise area. A network of bicycle paths, integrated with other circulation systems, is proposed. The provision of facilities for visitors to enjoy this activity is not expected to present serious planning or operational problems.

Camping

Camping, aside from picnicking, is the most popular of the summer season activities. Campgrounds, however, are major consumers of land, allowing densities of only 15 to 20 persons per acre if the natural setting is to be maintained. No additional space in the Lake Louise area has been allocated for campsites.

Provisional master plans for the four mountain parks provided for a considerable increase in the total number of campsites. However, since public opinion at the hearings favoured a reduction in the scale of development initially proposed, this is now under review. Due to the mobility of the camping fraternity it is expected that when additional campsites, beyond the capacity determined for these parks are needed the demand will be met outside park boundaries.

Canoeing

The region serviced by the Lake Louise Visitor Services Centre is well located with respect to canoeing waters. These include Lakes Louise and O'Hara, as well as Moraine, Wapta and Emerald Lakes. For the expert, white water canoeing can be enjoyed on the Bow and Kicking Horse rivers.

Horseback riding

More horse trails, separate from the hiking trail system, should be developed. Dual use of existing trails has created some unsatisfactory situations which are in the process of being remedied. In some cases the two uses can co-exist, but separate trails or portions of trails will be provided where necessary.

Climbing

The mountains in the Lake Louise area are many and diverse offering a variety of peaks that appeal to beginners and experts. Further development of the visitor services centre at Lake Louise will enhance the area as a mountaineering headquarters because of its central location for guide services, accommodation and equipment.

Fishing

There are in excess of 50 lakes and several miles of streams and rivers in the Lake Louise Planning Area shown on the accompanying maps. Detailed studies of limnological factors associated with these waters have been carried out and have shown that they can support a significant amount of sport fishing.

Winter Season Activities

Downhill skiing

The Whitehorn-Temple ski slopes in the Lake Louise area currently have a capacity for approximately 4,000 skiers utilizing natural slopes and 280 acres of cleared slopes. However, the lifts and slope development are not in balance with the range of skills of skiers. Optimum use, recognizing a suitable range of facilities for all skills, novice through expert, could provide for approximately 8,500 skiers.

Increasing the capacity of the area to this ultimate level would require clearing some 60 additional acres on the Whitehorn slopes and another 100 acres on slopes in the Temple area. As well, it would involve utilization of largely open slopes such as the Purple Bowl. In total, it is proposed that about 800 acres be used for ski slopes and lifts.

Cross-country skiing and ski-touring

The opportunities for these types of skiing within 20 to 30 miles of the Lake Louise Visitor Services Centre are excellent and the area is already being used by a growing number of enthusiasts. It is expected that, over the next few years, cross-country skiing in particular will emerge as one of the significant activities in the Lake Louise area.

One of the prime areas for cross-country skiing starts in the vicinty of Mud Lake, on the west side of the Pipestone River and follows the Pipestone Valley. A satisfactory trail system based on old logging roads, already exists in this area. The terrain and snow conditions are ideal. Loop trips based from the visitor services centre are made possible by the ski lifts to Temple and open country skiing via Skoki to the Little Pipestone. Ski-touring in the Temple-Skoki area is also one of the outstanding winter experiences in the entire park.

Snow shoeing

In recent years there has been an expanding interest in snow shoeing and the Lake Louise area has shared in this growing interest. The terrain and snow conditions throughout a large part of the Lake Louise Planning Area are ideal for this activity. The prime areas include those already mentioned in connection with cross-country skiing. Like the latter, snow shoeing is an ideal activity for appreciation of national park wilderness values.

Tobogganning and snow sledding
Sledding, an overall popular activity, is primarily urban-oriented and a high demand in the Lake Louise area is not envisaged. In the event that demand should increase it can be met in conjunction with the ski hill development.

Published by the National and Historic Parks Branch
under authority of
Hon. Jean Chrétien, PC, MP,
Minister of Indian Affairs and Northern Development

Ottawa, 1972

la neige sont idéales. Il est possible d'effectuer des circuits aller-retour à partir du centre de services en utilisant des remonte-pentes jusqu'à Temple et en pratiquant le ski en pleine campagne jusqu'à Little Pipestone en passant par Skoki. La région Temple-Skoki se prête également à de merveilleuses expériences de ski de groupe, lequel est appelé à devenir l'un des sports les plus populaires de tout le parc.

Raquette

Au cours des dernières années, le sport de la raquette a connu un regain de popularité et la région du Lac Louise a été particulièrement touchée par ce renouveau d'intérêt à l'endroit d'un ancien sport. Le terrain et les conditions de la neige dans la plus grande partie du secteur planifié de Lac Louise en font un milieu idéal pour les raquetteurs. Les principales zones destinées à ces derniers incluent celles qui ont déjà été mentionnées pour le ski de fond. Tout comme celui-ci, le sport de la raquette constitue une activité qui se prête merveilleusement à l'appréciation de la grandeur sauvage du parc national.

Luge et traineau

Le sport de la luge et du traineau, considéré dans son ensemble, est d'abord de caractère urbain, et une forte demande n'est pas envisagée pour la région du Lac Louise. Mais advenant une popularité, imprévisible pour le moment, les demandes seraient étudiées en même temps que celles portant sur l'aménagement de pentes de ski.

Publié par la Direction des Parcs nationaux et des
Lieux historiques avec l'autorisation de
l'hon. Jean Chrétien, C.P., DÉPUTÉ,
ministre des Affaires indiennes et du Nord canadien

Ottawa, 1972

Photographie à l'extérieur

La renommée internationale des paysages du Lac Louise ne devrait pas être affectée par les aménagements proposés. La grande variété de sujets offerts aux fervents de la camera sera sûrement augmentée du fait de l'expansion des possibilités d'hébergement et des services connexes, et en raison aussi de la consolidation des installations actuelles tels que les terrains à chalets, les secteurs de logement pour les employés du Canadien Pacifique, pour ceux du parc national et les autres résidants, pour le personnel des hôtels et celui affecté à l'entretien du parc, ainsi que pour l'hébergement des visiteurs.

Étude de la nature

La grande variété d'altitudes qui se rencontrent dans les diverses parties du Lac Louise offre par le fait même une très riche diversité d'habitats fauniques et un grand choix de fleurs, de plantes et d'espèces végétales pour les amateurs de la nature. Même si un excellent réseau de sentiers existe actuellement, il est admis qu'un plus grand nombre de pistes d'interprétation et d'étalages s'impose, tout comme la nécessité d'améliorer les pistes existantes de façon qu'elles puissent répondre à l'accroissement anticipé de la fréquentation du parc.

Activités estivales

Pique-niques et cuisine à l'extérieur

Le projet d'aménagement visant le delta de la rivière Pipestone comportera un plus grand nombre d'aires à pique-nique choisies dans un décor tout à fait attrayant. A mesure que les demandes se multiplieront, des emplacements à pique-nique seront ajoutés dans des endroits appropriés, à travers toute la région du Lac Louise et à proximité des routes des communication.

Cyclisme

Le cyclisme n'a fait l'objet d'aucune mention dans le plan-cadre provisoire du parc national Banff. Mais ce sport connait depuis quelques années un renouveau de popularité et on est d'avis qu'il devrait en être question dans le projet d'aménagement de la région du Lac Louise. Un réseau de sentiers pour la circulation à bicyclette, qui serait intégrée à d'autres modes de déplacement, est envisagé. Les installations prévues pour permettre aux visiteurs intéressés à ce sport de s'y adonner avec plaisir, ne devraient poser aucun problème des points de vue de l'aménagement et de l'exploitation.

Camping

A part les pique-niques, le camping constitue la plus populaire activité pendant la saison estivale. Mais les terrains de camping exigent démesurement d'espace avec des densités limitées de 15 à 20 personnes seulement par acre, si l'on ne veut pas que le décor naturel soit endommagé. Aucune superficie additionnelle n'a été prévue pour des emplacements de camping dans la région du Lac Louise.

Les plans-cadres provisoires pour les quatre parcs alpins préconisent une augmentation considérable du nombre global des emplacements de camping. Toutefois, du fait que lors des audiences, l'opinion publique s'est prononcée en faveur d'une réduction des installations initialement proposées, ce problème est présentement à l'étude. En tenant compte de la grande mobilité du monde des campeurs, il y a lieu de présumer que lorsque les demandes d'emplacements de camping dépasseront la capacité d'accueil des terrains actuels, ces demandes seront vraisemblabement satisfaites à l'extérieur des limites du parc.

Canotage

La région desservie par le centre de services aux visiteurs du Lac Louise est très bien située quant aux nombreux cours d'eau qui se prêtent au canotage. Ces cours d'eau comprennent les lacs Louise et O'Hara de même que les lacs Moraine, Wapta et Émeraude. Et pour les sportifs expérimentés, le canotage en eau blanche peut être pratiquée sur les rivières Bow et Kicking Horse.

Équitation

Un plus grand nombre de pistes pour l'équitation, distinctes des sentiers de marche, devrait être mis en place. Les sentiers à double emploi ont donné lieu à des situations souvent désagréables auxquelles on est en train de remédier. Il est vrai que dans certains cas, équitation et randonnées ont pu co-exister mais des pistes ou des portions de pistes distinctes doivent être créées lorsque nécessaire.

Alpinisme

Les montagnes dans la région du Lac Louise sont très nombreuses et offrent une grande variété de sommets invitants, tant pour les experts que pour les débutants. L'aménagement prévu du centre de services aux visiteurs ajoutera à l'attrait de la région pour les alpinistes à cause de sa situation idéale pour la fourniture de services de guides, d'hébergement et d'équipement.

Pêche

Plus de 50 lacs et plusieurs milles de ruisseaux sont illustrés sur les cartes qui accompagnent le plan d'aménagement du centre de services aux visiteurs de Lac Louise. Des études détaillées portant sur les facteurs limnologiques associés à ces cours d'eau ont été effectuées et ont démontré qu'ils pouvaient se prêter à un niveau assez considérable de pêche sportive.

Activités hivernales

Ski de descente

Les pentes de ski de Whitehorn-Temple, dans la région du Lac Louise, ont une fréquentation moyenne de quelque 4000 skieurs qui utilisent les pentes naturelles et environ 280 acres de pentes dégagées. Cependant, les remonte-pentes et les pentes, tels qu'ils sont aménagés actuellement, ne cadrent pas avec la diversité d'aptitudes des skieurs. Une fréquentation optimale par une grande variété de skieurs d'habileté diverse, depuis les novices jusqu'aux experts, pourrait favoriser environ 8,500 sportifs.

Un programme visant à accroître jusqu'à un niveau maximal la capacité d'accueil de la région, exigerait le dégagement de 60 acres additionnelles sur les versants de Whitehorn, et d'une autre centaine d'acres dans le secteur de Temple. Ce programme comporterait également l'utilisation de pentes généreusement dégagées, comme celles de Purple Bowl. Dans l'ensemble, on recommande l'aménagement de quelque 800 acres pour des pentes et l'installation de remonte-pentes.

Ski de fond et ski de groupe

Les possibilités de pratiquer ces genres de ski dans un rayon de 20 à 30 milles du centre de services aux visiteurs du Lac Louise, sont excellentes et déjà cette région est fréquentée par un nombre sans cesse croissant de fervents de ce sport. D'après les perspectives actuelles, il semble bien que le ski de fond tout particulièrement deviendra d'ici quelques années l'un des sports les plus à l'honneur dans la région du Lac Louise.

La principale zone pour la pratique de ce ski a son point de départ dans le voisinage de Mud lake, sur le côté ouest de la rivière Pipestone, et longe la vallée de celle-ci. Un réseau de pistes plus que satisfaisant existe déjà et il a été établi sur d'anciennes routes utilisées autrefois par les bûcherons. Les conditions du terrain et de

Annexe "A"

Des études et des recherches très diversifiées ont permis de rassembler le matériel d'information qui a servi de base aux propositions décrites dans ce document. Aucune démarche n'a été faite en vue d'inclure tout ce matériel dans les pochettes d'information sur les plans-cadres, car on a jugé que son intérêt était trop circonscrit pour justifier les frais et l'ampleur de sa publication. Une liste des sujets s'y rapportant est fournie ci-dessous et les questions de particuliers ou de groupes portant sur des détails spécifiques peuvent être adressées au Directeur, Direction des Parcs nationaux et des Lieux historiques, 400 ouest, avenue Laurier, Ottawa, Ontario. K1A 0H4.

- *A Study of Outdoor Recreation Habits of Canadians in 1969:* Direction des Parcs nationaux et des Lieux historiques.
- *Traffic Studies, Lake Louise Area, (Programme continu)* Direction des Parcs nationaux et des Lieux historiques.
- *Flooding Potential Analysis, Pipestone and Bow Rivers, Lake Louise Area:* Direction des eaux intérieures, Ministère de l'Environnement;
- *Conceptual Design and Analysis, Water Supply and Sewage Disposal, Lake Louise Area:* Associated Engineering Services:
- *Environmental Research Considerations, Lake Louise area,* (Correspondance): Dr. J.W. Thorsell, Service canadien de la
- faune.
- *Analysis of Sport Fishing Waters in Lake Louise Area,* (correspondance): Service canadien de la faune;
- *Master Development Plan, Lower Lake Louise Visitor Services Centre:* Project Planning Associates Ltd.

Annexe "B"

Les pages qui suivent renferment une étude présentement en cours et qui porte sur les activités des visiteurs dans la région planifiée du Lac Louise, sur la capacité de la région de continuer à absorber une augmentation de ces activités, et sur les mesures de planification rendues nécessaires face aux contraintes d'une fréquentation de plus en plus intensive.

Activités toutes saisons

Promenades en voiture

Le système routier actuel du Lac Louise permet d'effectuer des randonnées de plaisir assez longues en auto, mais la popularité accrue et le développement de cette activité ne pourront que surcharger avec le temps les voies de communication. Aucune expansion de routes n'est envisagée au-dela de celle qui est étudiée et illustrée dans ce plan. Toutefois, il deviendra nécessaire d'examiner la possibilité de moyens de transport de rechange, non seulement pour la région du Lac Louise, mais pour le parc national Banff dans son entier.

Observation de la nature

Le plan d'aménagement de la région du Lac Louise illustrera la vogue accrue qui est prévue pour cette activité. Toutefois, certains changements dans le mode de transport peuvent être anticipés avec le temps, et ils seront conçus en vue de rendre plus attrayante l'expérience de l'observation de la nature et d'en réduire l'impact sur l'environnement. L'expansion des services d'hébergement aux visiteurs et de ceux qui seront offerts aux marcheurs au Lac Louise ne fera que multiplier les occasions d'admirer et d'apprécier au maximum le décor spectaculaire de cette région.

Marche et randonnées

La planification de cette activité fort populaire s'inspirera du principe selon lequel les pistes et sentiers de trois milles ou moins continueront d'être les plus fréquentés. Le réseau actuel de pistes, qui compte quelque 150 milles de parcours dans les environs du Lac Louise, sera amélioré, s'il y a lieu, afin de répondre aux besoins des marcheurs et des randonneurs dont on prévoit qu'ils seront de plus en plus nombreux. Des observations faites en 1970 et 1971 ont indiqué un engouement accru pour les longues randonnées dans l'arrière-pays. Cette tendance sera suivie de près et soigneusement étudiée en raison de la situation idéale du Lac Louise comme centre principal pour les marcheurs.

approuvé et établi de façon à tenir compte de l'augmentation prévue des usagers du parc. (Le calendrier sera aussi établi de façon à assurer à la Compagnie une certaine rentabilité économique.)

iii) La garantie que la plus grande protection sera accordée en tout temps au milieu et à l'écologie, tant dans les territoires visés par le bail que dans ceux qui pourraient être affectés de quelque façon par les travaux d'aménagement.

iv) L'assurance de la qualité des travaux de construction ainsi que des autres activités connexes requises par l'aménagement;

v) Le droit, pour la Compagnie, de souslouer certaines parties spécifiques des terres acquises, qu'il s'agisse de terrains ou encore d'espace en deça des bâtiments qu'elle aura érigés, tel qu'autorisé par le Ministre.

vi) La garantie que le but principal du complexe est de fournir des services de logement et autres au public.

vii) La stipulation que le prix du loyer à verser au Gouvernement sera calculé d'après le revenu net découlant des opérations de la Compagnie.

viii) Des clauses prévoyant le paiement de taxes ou de frais pour les canalisations, les systèmes d'égout, les services d'enlèvement des ordures et de la neige dans le cas où ils seront fournis par la Direction des Parcs nationaux et des Lieux historiques.

ix) Des clauses à l'effet de restreindre le droit d'habiter en permanence le complexe du Village aux seules personnes et à leurs familles qui, de par leur emploi au Centre de services, sont tenues de résider au Village;

x) Des conditions en vue de régir les genres d'entreprises commerciales et de détail dans le complexe des magasins du Centre;

xi) L'assurance de fournir, selon les tarifs négociés, le personnel et les bureaux nécessaires au surintendant du parc national Banff pour son administration ainsi que pour les programmes aux visiteurs (interprétation et information) reliés à la région du Lac Louise. Des ententes similaires peuvent être conclues avec la Gendarmerie royale, le bureau de poste ou d'autres agences de la Couronne, s'il y a lieu;

xii) Une description des responsabilités respectives de la Compagnie et du ministère des Affaires indiennes et du Nord au sujet de la construction et de l'entretien de routes, de la fourniture de services et de l'exécution de travaux dans le complexe du Village.

Si le projet d'aménagement proposé pour le Village d'en haut et pour celui d'en bas est approuvé en principe, la Compagnie sera tenue d'obtenir l'autorisation du directeur de la Direction des Parcs nationaux et des Lieux historiques pour tous les plans et détails des éléments du projet (édifices, structures et autres) avant que le calendrier des travaux soit établi.

Tous les règlements des parcs nationaux concernant la construction et l'aménagement seront mis en application. Les entrepreneurs seront tenus de respecter ces règlements tout comme d'observer ceux qui relèvent de lois provinciales et qui visent le parc national Banff.

La pose d'affiches ou de panneaux sera sujette aux règlements des parcs nationaux. Le Directeur ou ses représentants autorisés procéderont à des inspections périodiques sur les chantiers afin de s'assurer que les travaux sont exécutés en conformité des plans approuvés et des règlements portant sur la construction dans les parcs nationaux.

b. *Sous-baux (unités préférentielles)*

La compagnie *Village Lake Louise Limited* a soumis à la Direction des Parcs nationaux et des Lieux historiques une proposition en vue de vendre, pour des unités de logement dans le Village Lac Louise, certains des intérêts qu'elle détient en sous-baux. Cette mesure aiderait financièrement la Compagnie au départ dans ses travaux majeurs d'aménagement du Village et, en même temps, fournirait aux Canadiens la possibilité d'investir chez elle.

En retour de sa participation financière à l'aménagement du Village, un individu bénéficierait de certains privilèges d'occupation pour l'unité ainsi louée. Cette occupation serait cependant sujette à certaines conditions décrites plus loin. Ainsi, un sous-locataire ne pourrait pas occuper l'unité pendant une période dépassant 45 jours par année. Dans aucun cas l'occupation ne pourrait se prolonger plus de trente jours consécutifs et 60 jours au moins devraient s'écouler entre deux périodes successives d'occupation. A moins d'être habitée par un sous-locataire et en accord avec les conditions mentionnées, l'unité de logement ferait partie du "pool" général de location.

Sous-jacent à sa proposition, il faut voir le désir de la Compagnie de rendre le concept du Village et les avantages qu'il offre aussi séduisants que possible pour les habitants des diverses régions géographiques du Canada et de faire en sorte qu'il exerce une forte attirance sur des groupes de gens aux revenus les plus divers, en raison de la vaste échelle de prix des unités offertes.

Compte tenu de la réaction du public à ce projet, le Ministère insistera pour que certains contrôles soient exercés. Il exigera notamment:

(a) que le nombre des unités préférentielles soit déterminé à l'avance selon un pourcentage du nombre total des unités louées;

(b) que le nombre des unités préférentielles soit établi en tenant compte des diverses régions géographiques du Canada, par ex: un maximum de 25% pour l'Alberta; et

(c) que le pourcentage des unités préférentielles soit déterminé en fonction de chacun des trois niveaux ou catégories d'hébergement.

L'aménagement et l'exploitation des services d'hébergement et autres, dans le complexe, seront la responsabilité de la Compagnie, conformément au plan-cadre qui devra être approuvé par le Ministre, et selon les stipulations d'un bail délivré également par le Ministre et visant les terres concernées.

Les grandes lignes du projet

Les points qui suivent ressortent tout particulièrement du projet présenté par la compagnie *Village Lake Louise Limited:*

1. Les installations commerciales seront divisées en deux groupes – celles du village d'en bas, situé au fond de la vallée et pour lesquelles on tiendra compte surtout des routes d'accès, et celles du village d'en haut, situé sur une corniche, à la base de Whitehorn, et qui seront axées surtout sur les activités de plein air dans l'arrière-pays. Cette division a été rendue nécessaire pour des raisons de transport, de rentabilité économique et à cause des exigences conceptuelles. Il existe présentement dans le village d'en bas, des détenteurs de baux dont certains renferment des clauses prévoyant une expansion limitée de leurs installations. La compagnie *Village Lake Louise* fournira tous les services commerciaux nécessaires en sus de ceux déjà existants.
2. Le projet met de l'avant la possibilité d'un aménagement définitif. La mise en place des constructions et des services sera répartie sur un certain nombre d'années.
3. Le secteur entier actuellement planifié aura pratiquement la même étendue qu'aujourd'hui, sauf que des changements devront être apportés pour répondre aux exigences du plan. Ces changements comporteront entre autres la remise dans leur état originel de certaines parties du territoire, par suite de la consolidation de divers services présentement éparpillés au fond de la vallée et au Lac Louise.
4. La hauteur des constructions sera déterminée en fonction de l'ensemble du plan et du décor et s'harmonisera avec les qualités du paysage.
5. Les deux secteurs du Village Lac Louise fourniront à longueur d'année des services d'hébergement et autres qui seront à la portée des visiteurs de toutes catégories, quels que soient leurs intérêts respectifs et leur palier de revenu.
6. Au cours de toutes les étapes du projet, soit depuis le plan conceptuel jusqu'à la fin des travaux de construction et au début de l'exploitation, la priorité sera accordée aux considérations écologiques afin que l'altération du milieu de la région soit réduite au minimum.

Responsabilités de la Direction des Parcs nationaux et des Lieux historiques

Dans l'hypothèse où le projet de la compagnie *Village Lake Louise* serait approuvé, la conservation et la protection continues de l'environnement de la région planifiée du Lac Louise demeureront les principaux objectifs de la Direction des Parcs nationaux et des Lieux historiques. La Loi sur les parcs nationaux ainsi que les règlements continueront de régir les activités des visiteurs du parc, et leur mise en application sera la responsabilité des gardes et celle de la Gendarmerie royale canadienne.

La Direction des Parcs nationaux et des Lieux historiques coopérera avec la Compagnie afin que les critères les plus élevés soient retenus pour l'aménagement et l'exploitation du complexe du Village. La Direction verra aussi à ce que les intérêts du public soient protégés en tout temps, du double point de vue de la qualité et de la quantité des services offerts, et de celui de la protection du milieu naturel. Pour que ces responsabilités soient assumées le plus efficacement possible, un directeur de l'activité du parc, travaillant sous l'autorité du surintendant du parc national Banff, sera affecté en permanence et logera au centre de services.

L'activité du parc, dans le cadre du centre de services aux visiteurs, comprendra des programmes d'interprétation, de conservation des ressources, d'information et de surveillance. Ces programmes seront la responsabilité du personnel des parcs nationaux. Actuellement, la plupart de ces programmes sont mis en oeuvre et centralisés à partir du bureau central du parc, au lotissement urbain de Banff. A la suite de l'expansion envisagée pour le centre, les objectifs et la matière de ces programmes seront élargis et leur efficacité accrue, grâce à une administration locale plus directe.

L'élimination des ordures dans la région de Lac Louise a toujours fait l'objet de préoccupations sérieuses. Un des principaux problèmes tient à ce que des ours vivent sur l'emplacement du dépotoir actuel, et à moins que des mesures correctives radicales ne soient prises, ce problème ne fera que s'aggraver au cours des prochaines années.

L'élimination des déchets fait présentement l'objet d'une étude poussée, à l'échelle de tous les parcs nationaux, et il semble que leur incinération à haute température constituerait la solution la plus satisfaisante au problème des ordures. Les décisions finales ne seront pas prises toutefois avant que cette étude soit complétée, puisqu'elle doit porter aussi sur tous les aspects de la protection de l'environnement.

Les autres responsabilités de la Direction sont définies en détail dans les deux sections suivantes qui décrivent les clauses du bail et le rôle de surveillance du Ministère.

Les clauses du bail

a. *Le bail principal*

Le Ministre est autorisé, en vertu de la Loi sur les parcs nationaux, à accorder un bail ou un permis d'occupation à des intérêts privés pour l'utilisation des terres du parc en vue de l'aménagement et de l'exploitation d'un centre de services aux visiteurs, tel que proposé par la compagnie *Village Lake Louise Limited,* dans le projet qu'elle a soumis. Conformément à l'usage établi, l'entente négociée prendra la forme d'un bail qui stipulera les conditions et les termes selon lesquels la Compagnie procédera à la réalisation de son projet. La Loi sur les parcs nationaux confère au Ministre le droit d'accorder un tel bail pour une période de 42 ans, avec un contrat renouvelable pour dix ans à l'expiration du bail, pourvu que le tout soit à ce moment-là à la satisfaction des deux parties intéressées. C'est dans le texte de ce bail ou de ce permis que le Ministre définit tous les engagements et conditions jugés essentiels à la protection des intérêts du public. De plus, le bail ou le permis assurera à la Compagnie, à la faveur de négociations avec le Ministre, toute la protection requise pour garantir sa possession en exclusivité des terres visées par l'entente.

Un bail ordinaire sera émis par le Ministre pour les secteurs qui seront délimités à la suite de relevés légaux. Les principales considérations qui régiront la délivrance du bail sont:

i) La garantie que l'aménagement des terres en question sera effectué conformément à un plan d'ensemble approuvé;

ii) La garantie que l'aménagement se poursuivra selon un calendrier

Village Lac Louise (en bas)
Le projet d'aménagement élaboré en 1965 prévoyait la création dans cette localité d'un centre de services aux visiteurs, et des secteurs avaient été délimités pour le logement du personnel, la mise en place de restaurants, de motels, d'aires à pique-nique, un bureau d'administration, une galerie de boutiques,etc. Les plans actuels proposent un niveau d'aménagement suffisant pour assurer l'hébergement de 1,300 visiteurs dans des motels et des auberges, et d'environ 1,500 autres dans des terrains de camping et des parcs à roulottes. Des logements sont aussi prévus pour le personnel et les employés saisonniers qui devront être embauchés pour assurer l'exploitation du centre, ainsi que pour le personnel de la Direction des parcs. A cause de leur accès facile par les grandes routes, ces installations sont à prime abord destinées aux campeurs et aux visiteurs de passage. Des possibilités de logement pour 800 visiteurs dans les motels et les auberges, et pour 1,500 dans les terrains de camping et les parcs à roulottes, existent déjà ou sont en voie d'être étudiées. Les autres services de logement n'ont pas encore fait l'objet d'engagements.

Village Lac Louise (en haut)
Ce secteur d'une superficie d'une centaine d'acres environ, situé à la base de la pente de ski Whitehorn, pourra assurer l'hébergement et des services divers à quelque 3,000 visiteurs. Ces chiffres sont basés sur le potentiel des pentes de ski d'accueillir environ 8,500 fervents de ce sport, mais le plan prévoit pour la région une fréquentation pendant toute l'année. A cette fin, des logements pour le personnel et d'autres services sont à l'état de projets. Le chiffre de 8,500 skieurs est avancé dans le but de protéger pleinement les intérêts des skieurs de jour qui continueront à avoir accès aux pentes et à l'équipement amélioré. Il est basé aussi sur la perspective de développer entièrement les possibilités de la région Whitehorn-Temple pour le ski, de sorte qu'il soit possible de respecter la décision à l'effet de restreindre à trois zones seulement du parc national Banff, la pratique du ski de descente.

Circulation
Le système routier qui existe actuellement dans cette partie du Lac Louise en cours de planification convient, d'une façon générale, au plan proposé. Le seul développement d'importance sera le jumelage de la route Transcanadienne inspiré par des besoins autres que ceux du parc. Dans la conception de normes pour ce jumelage, on devra aussi prévoir les routes d'alternance pour assurer la correspondance avec le Lac Louise, le village du même nom et la route Banff-Jasper. Il est admis que l'augmentation réglière du nombre des visiteurs dans l'ensemble des parcs alpins en général, et dans le secteur planifié du Lac Louise, entrainera inévitablement un besoin de routes additionnelles. Et il va de soi que ce besoin, et d'autres, à mesure qu'ils surgiront, devront être comblés par différents systèmes de transport. Ces systèmes, à moins d'être abondamment subventionnés, dépendent, pour leur viabilité, d'un nombre suffisant d'usagers éventuels concentrés à un point particulier d'origine. Le plan conçu pour la région du Lac Louise satisfait à cette exigence. Il prévoit aussi que lorsque le système de transport en commun aura été suffisamment développé, les routes menant à certaines zones du parc seront interdites aux voitures particulières, selon le même principe qui est mis à l'essai dans le parc national Pointe Pelée.

Le projet d'aménagement de la compagnie "Village Lake Louise Limited"

Les pages qui précèdent avaient pour but de donner une idée du contexte général dans lequel les plans pour l'aménagement de la région du Lac Louise en vue de la création d'un centre de services aux visiteurs, ont été conçus.

Dans les pages qui suivent, le plan mis de l'avant par la compagnie *Village Lake Louise* pour l'aménagement d'un centre de services sera étudié du point de vue du Ministère. Les propositions élaborées par la Compagnie tiennent compte des objectifs de planification visés depuis des années par la Direction des Parcs nationaux et des lieux historiques du Ministère des Affaires indiennes et du Nord. Elles tiennent compte également de la protection du milieu, du respect des normes architecturales et de la haute qualité de services à offrir à des visiteurs de différents niveaux de revenus. Les propositions renferment enfin une série de mesures à prendre pour atteindre les objectifs visés.

Comme on l'a déjà rappelé plus haut, un projet en vue de l'aménagement d'un centre de services aux visiteurs et de la mise en place d'installations commerciales a été préparé par le Ministère au début de 1960 et rendu public en 1965. Pendant les trois années qui suivirent, les efforts tentés en vue d'intéresser des entreprises privées à l'aspect commercial du projet ont été peu fructueux. Quelques unes seulement des installations requises ont été mises en place. Au printemps de 1969, le Ministère a risqué une nouvelle démarche afin de stimuler l'intérêt du public en l'invitant à soumettre des projets. Plusieurs groupes ont manifesté leur intérêt mais une seule firme, la compagnie *Village Lake Louise Limited* y a donné suite en présentant un projet pour l'aménagement complet d'un centre de services aux visiteurs.

Le processus de planification
A la suite de la proposition de la compagnie *Village Lake Louise,* une série de rencontres a eu lieu entre les autorités de la Direction des Parcs nationaux et des Lieux historiques et celles de la Compagnie, les premières étant tenues en juin 1969. Ces rencontres ont eu comme résultat la signature, en mars 1970, d'un protocole d'intention entre la Compagnie et la Couronne. Ce document constitue le contexte dans lequel la Compagnie accepte de procéder à toute la planification requise pour la création d'un complexe de services qui sera exploité pendant toute l'année, et désigné sous le nom de Village Lac Louise.

Plans pour le centre de services aux visiteurs à Lac Louise

4. La diminution de la contrainte exercée sur le lotissement urbain de Banff qui résulterait de l'établissement d'un centre de services au Lac Louise. Ni l'un ni l'autre de ces deux emplacements ne peut, seul, répondre au large volume de demandes anticipées.

La région du Lac Louise joue déjà depuis passablement longtemps un rôle de ce genre. Sa longue histoire comme centre de services aux visiteurs remonte à la construction d'un hôtel, au début du siècle, par le Canadien Pacifique. Cet hôtel convenait très bien alors pour les visiteurs et leur mode de vie de l'époque, mais la popularité sans cesse accrue du Lac Louise et les habitudes changeantes des touristes ont entraîné une transformation de la région. Au cours des années, motels, hôtels, terrains de camping, magasins, chalets pour skieurs et postes d'essence ont proliféré au petit bonheur, sans bénéficier d'aucun plan global d'aménagement.

En 1963, une étude a été commanditée en vue d'une planification à long terme d'installations qui seraient situées au fond de la vallée, au confluent des rivières Pipestone et Bow. Le plan a été rendu public en 1965 et a servi, depuis lors, de document d'orientation. Il tenait compte du mémoire de 1964* sur la politique des parcs nationaux, et de celui de 1965 sur la politique des loisirs d'hiver dans lequel la région de Whitehorn-Temple était désignée comme l'une des trois zones de ski de descente qui devaient être créées dans le parc national Banff. Un centre de services aux visiteurs à Lac Louise, toutefois, doit avoir un autre rôle que celui d'offrir les pentes de Whitehorn-Temple aux enthousiastes du ski. Comme on l'a déjà mentionné, il constitue un centre des plus appropriés pour l'appréciation d'une large série d'avantages du parc. Pour la préparation de ce document, une zone d'environ 750 milles carrés a été considérée pour faire partie éventuellement du secteur planifié de Lac Louise, et elle est illustrée sur les cartes nos. 2 et 3 qui sont jointes à ce texte.

La carte no. 2 donne une vue d'ensemble de plusieurs des caractéristiques de la région dont l'aménagement est projeté. Elle met en relief l'importance du Lac Louise comme point central. La carte no. 3 illustre l'adaptation du système de zonage des parcs nationaux à la région en question et fait voir très clairement les limites en deça desquelles les pentes de ski devront être aménagées (catégorie IV) de même que les trois sous-régions destinées à l'établissement d'un centre de services aux visiteurs (catégorie V). Les changements de zonage prévus pour la région à aménager, en comparaison des propositions des plans-cadres provisoires présentés lors des audiences d'avril 1971, découlent des critiques et des suggestions qui ont alors été reçues.

Les zones des catégories IV et V, qui comprennent les moyens de transport, aussi bien que les services aux visiteurs et les installations récréatives, couvrent environ 9,700 acres ou 2% de la région visée par le projet d'aménagement.

Les activités accessibles aux visiteurs dans la région du Lac Louise, la capacité d'accueil de celle-ci face au flot sans cesse accru de visiteurs ainsi qu'une liste des diverses mesures de protection qui devront être prises sont décrites à l'annexe B.

Le centre de services aux visiteurs a été conçu de façon à rendre le parc et ses principaux attraits accessibles aux touristes pendant toute l'année. Malheureusement, à l'heure actuelle, la question du logement à Lac Louise ne se pose vraiment que pendant la période encombrée de juillet et août, et au cours de toutes les fins de semaine de l'année. Par conséquent, la rentabilité économique d'établissements commerciaux dans la région demeure plutôt incertaine; la plupart connaissent un équilibre relativement précaire sur le plan financier et cela ne peut manquer d'influer sur la qualité et l'uniformité de tous les services disponibles pour les visiteurs. Un objectif important visé dans la planification du centre de Lac Louise est l'établissement de normes valables pour en assurer l'exploitation douze mois par année, et pour favoriser d'autant le plaisir et l'agrément des visiteurs du parc.

Il existe trois secteurs bien délimités en deça du centre lui-même:

(a) *Lac Louise:* le secteur adjacent au centre et dans lequel le Château est situé.

(b) *Village Lac Louise:* (en bas): la région du fond de la vallée à proximité du confluent des rivières Bow et Pipestone.

(c) *Village Lac Louise:* (en haut): le secteur situé à la base des pentes de ski de Whitehorn-Temple.

La planification de chacun de ces secteurs est basée sur les raisons suivantes:

Lac Louise

Ce site et son décor internationalement connus attirent chaque année des foules de visiteurs; les installations en place ne sont pas satisfaisantes; la circulation des véhicules et celle des piétons viennent en conflit; les sentiers et les pistes menant au lac sont mal tracés et encombrés; les immeubles et les installations sont gênants et incompatibles avec la majesté du décor; pendant la plus grande partie de l'été, les routes et les terrains de stationnement sont congestionnés.

La planification à long terme pour la sous-région du Lac Louise s'inspire des lignes de conduite suivantes:

– la circulation des véhicules, celle des piétons et celle des cavaliers seront, autant que possible, indépendantes l'une de l'autre;
– le littoral et le secteur du ruisseau Louise seront protégés contre la circulation des véhicules et des cavaliers;
– des endroits de repos ou de rassemblement seront insérés dans le tracé d'une route-promenade menant aux principaux points d'observation;
– des terrains de stationnement et des installations pour la circulation des véhicules seront mis en place mais dans une proportion maximale considérée comme désirable. Durant les saisons où le nombre des usagers outrepasse la capacité de la région à recevoir des véhicules, des moyens d'emprunt de transport en direction de la région du Lac seront fournis; et
– aucune nouvelle installation d'hébergement ne sera construite dans le voisinage du Lac Louise. A mesure que les circonstances le permettront, les installations de logement actuelles, y compris le Château, seront appelées à disparaître et, éventuellement, le Lac Louise deviendra une région fréquentée seulement par les visiteurs de jour.

---

*Arthur Laing: Politique des parcs nationaux, Chambre des Communes, le 18 septembre 1964 l'avenir, de jouir d'un milieu naturel aussi proche que possible de son caractère original. Par ailleurs, des restrictions très sévères, et même l'interdiction absolue d'accès au parc, pourront être nécessaires dans certaines zones, soit à cause de leur extrême vulnérabilité, soit afin de faciliter leurs possibilités de régénération.

C'est dans ce contexte de références et dans l'esprit de cette philosophie, que les clauses détaillées de l'entente avec la Compagnie seront définies et mises en application, si cette entente est approuvée.

Les centres de services aux visiteurs – Le complexe des parcs alpins

Même si les parcs nationaux Banff, Jasper, Yoho et Kootenay constituent quatre entités administratives distinctes, à cheval sur deux provinces, ces territoires contigus ne couvrent pas moins de 8,000 milles carrés et, pour des fins de planification, sont considérés comme un seul groupe.

Les plans-cadres provisoires pour ces parcs, qui ont été étudiés lors des audiences publiques d'avril, recommandaient la création de centres de services aux visiteurs à Banff, Lac Louise et Saskatchewan River Crossing, dans le parc Banff, et à Pocohontas, Jasper et Poboktan, dans celui de Jasper. Dans le parc national Yoho, la ville de Field, qui est avant tout un centre ferroviaire, semble avoir un avenir plutôt limité et, en raison de cela, n'a pas été considérée pour l'établissement éventuel d'un centre de services aux visiteurs. Les besoins des usagers de ce parc peuvent être satisfaits à Lac Louise ou à Golden, à l'extrémité ouest du parc. Un centre de services aux visiteurs n'a pas été proposé au parc national Kootenay car des services existent déjà dans le secteur de Radium Jonction, juste en dehors du parc.

A la suite des représentations faites lors des audiences, les projets visant la création de centres à Pocohontas et à Saskatchewan River Crossing ont été abandonnés en raison de leur emplacement à proximité de régions situées à l'extérieur du parc, régions qui peuvent être aménagées de façon répondant aux exigences des visiteurs. Le projet d'un centre à Poboktan a aussi été mis de côté du fait que le lotissement urbain de Jasper peut très bien fournir des services dans cette partie du parc. Il s'ensuit donc que les plans revisés pour l'ensemble des parcs alpins ne portent que sur trois centres de services aux visiteurs: Banff, Lac Louise et Jasper.

Les principales raisons pour lesquelles le projet d'aménagement d'un centre pour visiteurs à Lac Louise a été retenu sont les suivantes:

1. Sa situation stratégique comme point de convergence pour des endroits tels que le Lac Louise, la vallée Yoho et les chutes Takakkaw, le lac Émeraude et le Pont Naturel; le lac O'Hara; le lac Moraine et la vallée des Dix pics; les lacs Hector et Bow ainsi que les lacs Red Deer et le secteur de Skoki.
2. Son emplacement idéal tant à l'avantage de la clientèle de passage qu'à celui des visiteurs de plusieurs jours. La région chevauche la Transcanadienne et la route du chemin de fer, à mi-chemin entre Golden et Canmore et au terminus sud de la route principale Banff-Jasper.
3. La non-nécessité de créer de nouvelles routes d'accès ou d'étendre celles qui existent. L'aménagement projeté entrainera la consolidation des installations actuelles et la réhabilitation de certains secteurs utilisés antérieurement à diverses fins.

Catégorie	Description	Superficie approximative (en acres)	
V	Lac Louise (secteur du Château)	80	
V	Village Lac Louise (Village en bas comprenant le terrain de camping)	200	
V	Village Lac Louise (Village en haut)	100	
Sous-total catégorie V			380
IV	Versants de ski et remonte-pentes	800	
IV-T, V-T	Routes, voie ferrée, etc. (y compris la route à 4 voies de la Transcanadienne)	2,500	
IV	Terrains en deça de la zone de ski Whitehorn-Temple non utilisés par les skieurs et les remonte-pentes.	6,000	
Sous-total catégories IV, IV-T, V-T			9,300
**IV-T & V-T, V-T Transport autorisé			
TOTAL			9,680

Introduction

Ce document, qui expose les propositions présentées pour l'aménagement de la région du Lac Louise, dans le parc national Banff, a été préparé pour être soumis à l'opinion du public. Conformément à l'action prise en avril 1971, au cours des audiences publiques sur les plans-cadres provisoires des parcs nationaux Banff, Jasper, Kootenay et Yoho, les plans proposés par la compagnie *Village Lake Louise Co. Limited* pour l'aménagement à long terme d'un centre de services aux visiteurs, sont également inclus dans cette pochette d'information. Tous ces documents réunis constituent les éléments de base de l'audience publique qui doit être tenue à Calgary, Alberta, au sujet de Lac Louise.

Afin d'aider à apprécier la valeur de ces projets, les points suivants ont été considérés:

1. Le but et la nécessité de centres de services aux visiteurs en deça du complexe des parcs de montagne, ainsi que les modifications à apporter dans le plan-cadre aux propositions se rapportant à ces centres, à la suite des recommandations et suggestions reçues au cours des audiences d'avril 1971.
2. Les principales raisons qui justifient la création au Lac Louise d'un centre de services aux visiteurs.
3. Les quelque 750 milles carrés de la région de Lac Louise qui seraient desservis par ce centre si l'aménagement projeté était réalisé, et quelques unes des principales caractéristiques de cette région.
4. Une brève étude de chacune des trois sous-régions qui, dans le contexte du Centre de services aux visiteurs, ont déjà été considérées comme pouvant répondre, à des degrés divers, aux besoins des visiteurs. A l'exception des routes et de la Transcanadienne, l'étendue de ces sous-régions réunies représente moins de 1/10 de 1 p. 100 de toute la superficie du territoire dont l'aménagement est projeté.
5. La circulation des visiteurs routes et transport public.
6. L'appréciation, dans l'optique du Ministère, des projets particuliers présentés par la compagnie *Village Lake Louise:* dans quelle mesure ces plans tiennent-ils compte des directives ministérielles; quelles sont les responsabilités du Ministère et comment devraient-elles être exercées si les plans sont approuvés?

Un aspect des propositions soumises par la Compagnie doit retenir particulièrement votre attention. Il s'agit de leur intention de fournir aux Canadiens la possibilité d'investir dans l'entreprise. Les détails à ce sujet sont donnés à la page 7 sous la rubrique "Unités préférentielles".

A mesure que le nombre des visiteurs augmentera, les jugements les plus difficiles qu'auront à rendre les administrateurs des parcs alpins sont ceux qui se rapporteront à la capacité d'accueil des différents secteurs du complexe global de ces mêmes parcs: dans la région d'aménagement projeté de Lac Louise et dans le voisinage immédiat du centre de services aux visiteurs dont le plan est à l'étude. Bien qu'il n'existe aucun critère scientifique sûr permettant de porter ces jugements avec une certaine précision, le volume actuel et la densité de fréquentation qui a été établie d'après des projections pour cinq et dix ans à l'avance, indiquent de toute évidence la nécessité d'imposer des contraintes: d'abord au sujet de l'utilisation inconsidérée et nuisible des territoires du parc et, éventuellement, au sujet du besoin d'en limiter l'accès.

De ce fait, la première priorité à considérer est la réduction de l'impact de la présence des visiteurs sur le milieu naturel, dans l'espoir que le plus grand nombre possible de Canadiens, aujourd'hui et dans l'avenir, puissent jouir de leurs parcs sans les endommager. Cet objectif sera atteint par différents moyens: en réduisant la circulation des automobiles particulières dans la mesure où la technologie et les conditions financières le permettront; en concentrant les services nécessaires dans un petit nombre de secteurs aussi peu encombrés que possible et situés dans des régions où ces services existent déjà, ou qui ne peuvent avoir que des effets réduits sur l'écologie du milieu; en encourageant l'établissement de services aux visiteurs, à l'extérieur des limites du parc, lorsque possible; en élargissant les programmes d'information et d'interprétation sur les meilleures utilisations des ressources du parc; en effectuant plus de recherches et en exerçant plus de contrôle scientifique. Les mesures imposant des restrictions à l'accès aux parcs ne devraient être prises qu'en dernier ressort. Il ne devrait pas être au-delà de nos possibilités d'accueillir un nombre croissant de visiteurs dans ce splendide groupe de parcs s'étendant sur 8,000 milles carrés. Mais ces visiteurs doivent se soumettre à certains règlements qui leur permettront, ainsi qu'aux visiteurs de

Table de matières

Introduction 2

Les centres de services aux visiteurs — Le complexe des parcs alpins 3

Plans pour le centre de services aux visiteurs au Lac Louise 4

Lac Louise 4

Village Lac Louise (en bas) 5

Village Lac Louise (en haut) 5

Circulation 5

Le projet d'aménagement de la compagnie "Village Lake Louise Limited" 5

Le processus de planification 5

Les grandes lignes du projet 6

Responsabilités de la Direction des Parcs nationaux et des Lieux historiques 6

Les clauses du bail 6

- a) Le bail principal 6
- b) Sous-baux (unités préférentielles) 7

Annexe "A" 8

Annexe "B" 8

Déclaration ministérielle sur le projet d'aménagement de la région du Lac Louise Parc national Banff

Audiences publiques au sujet de
plans-cadres provisoires
des parcs nationaux du Canada

FEB 3 1972

BOREAL INSTITUTE
LIBRARY
FEB 3 1972

MINISTER OF
INDIAN AFFAIRS AND
NORTHERN DEVELOPMENT

CANADA

MINISTRE DES
AFFAIRES INDIENNES
ET DU NORD CANADIEN

In 1965 a plan for the development of a portion of the visitor services centre at Lake Louise was made public. Since then a certain amount of development has been carried out according to that plan. In 1969, as the result of departmental invitations to prospective developers, Village Lake Louise Ltd. submitted a proposal to develop a full range of visitor service facilities at Lake Louise.

In April 1971, at public hearings on the Provisional Master Plans for the four contiguous mountain parks, considerable interest was expressed in planning for the Lake Louise area and in the proposal of Village Lake Louise Ltd. A commitment was made at those hearings to hold a separate public hearing on Lake Louise, when the plans were sufficiently advanced.

The documents in this kit are the result of the planning activity that has taken place over the past two years. They include a paper prepared by the National and Historic Parks Branch which provides a broad overview of the region, and a set of detailed development plans prepared by consultants to Village Lake Louise Ltd. These documents have been approved as the basis for a public hearing.

I believe the public hearing process is the best method for all concerned to make their views known. The plans have many appealing features and represent detailed studies and research undertaken by many professionals. However, final decisions will not be made until the views of the public have been heard and carefully considered.

Jean Chrétien

Jean Chrétien

POLAR
PAM
5363

06380-3

POLARPAM

MINISTER OF
INDIAN AFFAIRS AND
NORTHERN DEVELOPMENT

CANADA

MINISTRE DES
AFFAIRES INDIENNES
ET DU NORD CANADIEN

En 1965, nous avons rendu public un plan d'aménagement, au lac Louise, d'une partie du centre des services destinés aux visiteurs. Depuis lors, un certain nombre de travaux d'aménagement ont été effectués conformément à ce plan. En 1969, par suite d'invitations adressées par le Ministère aux promoteurs éventuels, la société Village Lake Louise Ltd. a présenté une proposition de création, au lac Louise, d'une gamme complète d'installations de services pour les visiteurs.

En avril 1971, à l'occasion des audiences publiques portant sur les plans-cadres provisoires de nos quatre parcs contigus de l'Ouest, on a manifesté beaucoup d'intérêt pour l'aménagement de la région du lac Louise et pour la proposition de la société Village Lake Louise Ltd. Nous nous sommes engagés alors à tenir une audience publique distincte concernant la région du lac Louise, lorsque les plans à ce sujet seront suffisamment avancés.

Les documents ci-joints constituent le résumé du travail de planification qui a été effectué au cours des deux dernières années. Ils comprennent un exposé établi par la Direction des Parcs nationaux et des Lieux historiques, qui donne un aperçu général de la région, ainsi qu'un ensemble de plans d'aménagement détaillés établis par des experts-conseils retenus par la société Village Lake Louise Ltd. Ces documents ont fait l'objet d'une autorisation pour la tenue d'une audience publique.

Je crois que les audiences publiques constituent le meilleur moyen de permettre à tous les intéressés de faire connaître leurs vues. Les plans présentent une foule d'aspects intéressants; ils sont le résultat d'études et de recherches poussées exécutées par un grand nombre de spécialistes. Toutefois, nous ne prendrons de décisions définitives qu'après avoir entendu les opinions du public et les avoir étudiées attentivement.

Jean Chrétien
Jean Chrétien

POLAR
PAM
5363

06380-4

POLARPAM

BOREAL INSTITUTE
LIBRARY

FEB 3 1972

Interim Statement on Decisions Relating to Zoning, Roads and Visitor Services Centres Reached as a Result of Public Hearings on Banff, Jasper, Yoho and Kootenay National Parks

INTRODUCTION

The National and Historic Parks Branch of the Department of Indian Affairs and Northern Development is conducting a series of public hearings on the planning for all of Canada's national parks. The purpose of the program is to provide the public with an opportunity to examine and comment on provisional plans reflecting the long term use and development of each park in the National Parks System.

Hearings on provisional master plans for the four Mountain Parks of Banff, Jasper, Yoho and Kootenay were held at Calgary, Edmonton and Vancouver in April, 1971. These hearings differed from others held thus far in the program in that they considered the four parks as a unit rather than individually. Even though these parks are administered separately, they share common boundaries and generally similar environmental conditions.

The procedure followed in the public hearings process is to have a task force of specialists study, in detail, all comments, criticisms and recommendations arising out of a hearing and then recommendations for necessary changes in the plans or policy are prepared for the Minister's consideration. Decisions based on these recommendations are then incorporated into a departmental position paper and released to the public.

In the case of the Mountain Parks hearings it has taken considerable time to analyse the large volume of material presented; some 3,500 pages comprised of 700 pages of verbatim transcript and 333 written briefs. It is expected that the position paper containing the department's intentions for future management of these parks will be issued within the next few months, but pending its completion it is considered desirable that the public be acquainted with certain tentative decisions which have a direct or indirect bearing on conceptual proposals for the Lake Louise Area of Banff National Park. The Lake Louise Area is to be the subject of a public hearing in Calgary March 9 and 10 and it is for this reason that these revisions to the Mountain Parks provisional master plans are being announced at this time.

GENERAL POLICY

Issues involving the fundamental policies affecting all parks or which may require major legislative change will be reviewed in depth during special public hearings for this purpose. Wherever possible decisions of this nature will not be taken on the basis of representations respecting individual parks and will be deferred until the policy hearings have been held.

The general policy, therefore, remains as before and is based upon Section 4 of the National Parks Act which states "the parks are dedicated to the people of Canada for their benefit, education and enjoyment ... and such parks shall be maintained and made use of so as to leave them unimpaired for the enjoyment of future generations".

POLAR
PAM
5363

06380-1

POLARPAM

The mandate of the National and Historic Parks Branch is, therefore, a dual one: it must respect the needs of Canadians to enjoy the environment of the national parks, while at the same time it must protect and preserve them for the enjoyment of future generations.

The Department takes the view that these parks are part of Canada's national heritage and that the intensity and type of use must be regulated according to the wide variations in the sensitivities of different areas within parks. An alpine meadow, for example, can sustain very little traffic but it may be possible to provide opportunities for many to enjoy viewing it.

RESEARCH

At the Mountain Park hearings, as at hearings held earlier in the Atlantic Provinces, the need for more ecological studies and inventories was cited.

The Department agrees and a national parks inventory program now underway is being accorded high priority. (Copies of a progress report on this subject are available to interested parties). Ecological impact studies are being intensified and accelorated, not only in connection with proposed developments, but also directed toward the capacity of various zones, wildlife habitats, specific sites and natural features to withstand usage.

ZONING

The keystone of the national parks planning process is a five class zoning system. In general, views expressed at the public hearings supported the principle of zoning, however, there was considerable criticism of specific zoning proposals contained in the provisional master plans for the Mountain Parks. In particular, there was concern about excessive quantities of Class III lands. As well it was claimed that zones were based on existing and proposed developments rather than on ecological principles.

The zoning of parks lands is an evolving planning process and much of the criticism heard at the hearings was valid. Definitions of each of the five zones are now in the process of refinement. In addition, since many developments will be cancelled as a result of the public hearings, major modification in the application of the zoning will occur. For example, the Cascade Valley is being reclassified from Class III to Class II.

It is necessary to recognize major existing developments in the application of the various zones, however, where these are not compatible with the zoning and with overall park objectives, they will be declared a non-conforming use of a particular zone. In Class I, II, and III lands, ecological units will be of primary consideration in revising the zoning. It must be recognized that the defintion of these units will require considerable research and this will take time. In the interim period, areas will be placed in maximum protection zones until detailed studies are completed to permit greater precision in drawing boundaries.

... 3

Details of zoning proposals will be incorporated in the forthcoming position paper on the Mountain Parks.

ACCESS AND TRANSPORTATION

(a) Touring and Scenic Roads

At the Mountain Parks hearings, the subject of roads emerged as a major concern. Public concensus was that little if any more road construction is required in this 8,000 square mile park complex - that preservation of wilderness is reason enough for not building new roads.

Insofar as scenic and touring roads are concerned, the Department concurs with these views, and planning for the following previously proposed roads in Banff National Park will be discontinued:

Cascade-Pipestone Loop Road
Red Earth Creek Road
Howse Pass Road

Certain existing roads in the park will be upgraded. Discontinuation of planning for certain roads in the other Mountain Parks will be detailed in the forthcoming position paper.

(b) Transportation Corridors

In the national interest, transportation corridors through the Mountain Parks are necessary for nationwide systems of railroads, arterial highways, pipelines, telecommunications networks, etc. However, it is necessary to define and designate such corridors within parks and to demand high standards of environmental controls in planning and construction. Multi-use corridor transportation planning will be strongly supported. This includes planning for the four-laning of the Trans-Canada Highway and certain improvements to Highway IA between Banff and Wapta Lake so that motorists who wish to, can enjoy a leisurely drive through the park.

ACCOMMODATION

(a) Outside the Parks

At the Mountain Park hearings, as at hearings held elsewhere in Canada, suggestions were heard that facilities for services, food and shelter should be located outside park boundaries wherever practical. In principle, the Department agrees. In the development of such new parks as Nova Scotia's Kejimkujik, Ontario's Pukaskwa and British Columbia's Pacific Rim, planning has been guided by this principle. It must be accepted, however, that in the case of long established parks like Banff and Jasper, there are historic anomalies which will continue to exist for many years. We cannot begin all

... 4

over again, but the provisional master plans will make clear the Department's intentions for the future. In this way private enterprise will be aware of what the Department plans to do, and of both the scope and limitations of opportunities for provision of visitor facilities and services.

In general, the Department would welcome and co-operate in the development of visitor service facilities outside national parks wherever it is feasible, having due regard to the needs of the visitors which the parks serve. To achieve optimum development on the periphery of the parks, effective regional planning and priorities, along with close co-operation between federal, provincial and other government agencies, will be required.

(b) Visitor Services Centres Within Parks

One of the major changes contemplated as a result of public representations heard at the Mountain Park public hearings is the elimination of proposed visitor services centres at Pocahontas, Saskatchewan River Crossing and Poboktan. It is expected the need for the first two will be met in suitable areas outside Banff National Park. Plans for a visitor services centre at Poboktan are being dropped because of the strongly stated public view that such centres should be minimized in national parks.

SUMMARY

The foregoing revisions contemplated in the provisional master plans for the four Mountain Parks have been outlined here to assist the public in evaluation of the Department's planning proposals for the Lake Louise Area of Banff National Park. Several other significant changes affecting the planning for these parks will be incorporated in a departmental position paper which will be published in the near future.

FEB 3 1972 BOREAL INSTITUTE LIBRARY

Document provisoire traitant des décisions prises en ce qui a trait au zonage, aux routes et aux services d'accueil, à la suite des audiences publiques concernant les parcs nationaux Banff, Jasper, Yoho et Kootenay

INTRODUCTION

La Direction des Parcs nationaux et des Lieux historiques du Ministère des Affaires indiennes et du Nord canadien a entrepris une série d'audiences publiques portant sur la planification des parcs nationaux. L'objectif de ce programme est de donner au public l'occasion d'étudier et de commenter les plans provisoires qui contiennent les principes de l'utilisation et de l'aménagement à long terme pour chaque parc du réseau national.

Les audiences sur les plans-cadres provisoires des quatre parcs des Rocheuses, soit Banff, Jasper, Yoho et Kootenay, ont eu lieu à Calgary, Edmonton et Vancouver en avril 1971. Contrairement à la pratique courante, ces audiences ont porté sur l'ensemble des quatre parcs, et non sur un parc à la fois. Même si chacun a sa propre administration, ces parcs partagent des limites communes et sont situés dans un cadre naturel analogue.

Après ces audiences publiques, un groupe de travail formé de spécialistes sera chargé d'étudier en détail tous les commentaires, critiques et suggestions recueillis, en vue d'élaborer les modifications de plans et de politiques qui seront recommandées au Ministre. Les décisions que ce dernier prendra, en se fondant sur les recommandations, seront incorporées à la déclaration de principe du Ministère et rendues publiques.

Dans le cas des parcs des Rocheuses, il a fallu beaucoup de temps pour examiner la quantité considérable de documents recueillis, soit environ 3,500 pages au total, comprenant 700 pages de comptes rendus et 333 mémoires. On se propose de publier, dans quelques mois, le document exposant les intentions du Ministère au sujet de l'administration future de ces parcs; toutefois, pour le moment, on a jugé souhaitable d'informer le public de certaines décisions, nullement définitives, qui pourraient avoir un effet direct ou indirect sur les modes d'aménagement proposés pour la région du lac Louise et le parc national Banff. Comme l'audience publique qui aura lieu à Calgary, les 9 et 10 mars prochain, portera sur la région du lac Louise, il a été décidé de publier dès maintenant les modifications apportées aux plans-cadres provisoires des parcs des Rocheuses.

POLITIQUE GÉNÉRALE

Des audiences publiques spéciales seront tenues en vue d'examiner en détail les questions touchant les principes mêmes des politiques applicables à tous les parcs, ou celles qui exigeront éventuellement

POLAR
PAM
5363

POLARPAM

06380-2

d'importants changements législatifs. Dans la mesure du possible, on évitera de prendre des décisions de cette nature à la suite de représentations faites au sujet de certains parcs, et on essaiera plutôt de les reporter après la tenue des audiences spéciales.

La politique générale est donc inchangée. Elle est fondée sur l'article 4 de la Loi sur les parcs nationaux, qui stipule que "Les parcs sont dédiés au peuple canadien pour son bénéfice, son instruction et sa jouissance, . . . et que ces parcs doivent être entretenus et utilisés de manière qu'ils restent intacts pour la jouissance des générations futures."

La Direction des Parcs nationaux et des Lieux historiques a donc un double mandat: répondre aux besoins des Canadiens en ce qui a trait aux avantages à tirer du milieu naturel des parcs nationaux et protéger ces mêmes parcs pour les générations futures.

Le Ministère considère que ces parcs font partie de notre patrimoine national et que leur utilisation doit être déterminée en tenant compte des caractéristiques particulières du très grand nombre de zones qu'ils contiennent. Ainsi, il est impossible de soumettre une prairie alpine à une circulation intense sans la dégrader, mais il devrait être possible de fournir à plusieurs l'occasion de l'admirer.

TRAVAUX DE RECHERCHE

Lors des audiences concernant les parcs des Rocheuses, tout comme aux audiences tenues plus tôt dans les provinces Maritimes, on a souligné la nécessité de multiplier les études écologiques.

Le Ministère est certes d'accord sur ce point, et c'est pourquoi il a accordé la plus haute priorité à son programme d'inventaire des parcs nationaux, actuellement en cours. Les personnes intéressées peuvent se procurer des exemplaires du rapport provisoire sur ce sujet. Le Ministère a donc accéléré le rythme et augmenté le nombre des études des effets sur le milieu, non seulement des aménagements projetés, mais aussi du degré d'utilisation auquel il est possible de soumettre diverses zones, habitats de la faune, emplacements précis et phénomènes naturels.

ZONAGE

Le système de zonage à cinq catégories constitue le pivot du mode de planification des parcs nationaux. D'après les opinions exprimées aux audiences, ce principe de zonage est généralement accepté, mais certaines de ses applications proposées dans les plans-cadres des parcs des Rocheuses ont soulevé beaucoup de critiques. Entre autres, on s'est inquiété de la quantité, jugée excessive, des terres classées dans la catégorie III; on a de plus allégué que les zones étaient délimitées d'après les aménagements existants ou prévus, et non d'après des principes écologiques.

Nombre des critiques faites à ces audiences étaient justifiées, car le système de zonage des terres des parcs est susceptible d'être amélioré. Nous en sommes donc à établir de meilleures définitions des cinq zones. De plus, comme plusieurs projets d'aménagement seront annulés à la suite des audiences publiques, il y aura d'importantes modifications au niveau de l'application du principe de zonage. A titre d'exemple, la vallée Cascade passera de la catégorie III à la catégorie II.

L'application du principe de zonage doit certes tenir compte des aménagements existants; toutefois, si ces derniers sont contraires à la définition de la zone ou incompatibles avec les objectifs généraux fixés pour le parc, leur mode d'utilisation sera déclaré inadmissible dans la zone en question.

La révision du zonage des terres appartenant aux catégories I, II et III sera surtout faite en fonction des unités écologiques. Leur définition exigera beaucoup de recherche et, conséquemment, prendra beaucoup de temps. Ces terres feront désormais partie de zones fortement protégées jusqu'à ce que les résultats des recherches nous permettent de définir les limites avec plus de précision.

Les propositions de zonage seront décrites en détail dans la prochaine déclaration de principe concernant les parcs des Rocheuses.

ACCÈS ET TRANSPORT

(a) Routes panoramiques

Lors des audiences sur les parcs des Rocheuses, on s'est attaché particulièrement à la question des routes. Le public a émis l'opinion qu'il n'y avait plus ou presque plus besoin de construire de routes dans ce parc de 8,000 milles carrés, ne fût-ce que pour assurer la préservation du milieu naturel.

Le Ministère partage cette opinion en ce qui touche les routes panoramiques, si bien que certaines dont on avait proposé la construction ne seront pas aménagées. Il s'agit de:

la route Cascade-Pipestone Loop
la route Red Earth Creek
la route Howse Pass

Certaines routes du parc seront améliorées. On indiquera, dans la déclaration de principe, les routes des parcs des Rocheuses dont la planification a été interrompue.

(b) Les corridors

Il est essentiel, dans l'intérêt national, d'aménager, à travers les parcs, des corridors qui feront partie des réseaux nationaux de chemins de fer, de routes, de pipelines, de télécommunications, etc. Il est toutefois nécessaire de définir ces corridors et d'exiger, au moment de la planification et de la construction, un contrôle très étroit des mesures de protection écologique. On encouragera fortement la planification de corridors pour transport multiple, comme la construction de la route transcanadienne à quatre voies, et certains travaux d'amélioration de la route IA reliant Banff et Wapta Lake, afin que les personnes qui le désirent puissent faire une agréable promenade en voiture à travers le parc.

LOGEMENT

(a) A l'extérieur des parcs

Lors des audiences tenues au sujet des parcs des Rocheuses, comme à celles qui ont eu lieu ailleurs au Canada, on a proposé que les installations envisagées à des fins de services, de logement et d'alimentation, soient situées autant que possible à l'extérieur des parcs.

Le Ministère partage cette opinion. On a tenu compte de ce principe dans la planification de nouveaux parcs, comme le parc Kéjimkujik (Nouvelle-Écosse), Pukaskwa (Ontario) et Pacific Rim (Colombie-Britannique). Il faut cependant admettre que certaines anomalies historiques qui caractérisent des parcs établis depuis longtemps, comme ceux de Banff et de Jasper, devront continuer d'exister. Nous ne pouvons tout recommencer. Toutefois, on précisera dans les plans-cadres provisoires les politiques du Ministère pour les parcs futurs. Ainsi, l'entreprise privée connaîtra les intentions du Ministère, ainsi que les restrictions dont il devra tenir compte en ce qui concerne la fourniture de services aux visiteurs.

Le Ministère se fera généralement un plaisir de collaborer dans la mesure du possible à l'aménagement, à l'extérieur des parcs nationaux, d'installations répondant aux besoins des visiteurs. Il sera nécessaire, si l'on veut assurer le meilleur aménagement possible dans les régions limitrophes des parcs, d'établir une planification sérieuse au niveau régional, de même que la plus étroite collaboration entre les organismes gouvernementaux, tant fédéraux que provinciaux.

(b) Services d'accueil dans les parcs

Parmi les changements les plus importants qui seront apportés à la suite des audiences publiques sur les parcs des Rocheuses, mentionnons l'élimination des services d'accueil proposés pour Pocahontas, Saskatchewan River Crossing et Poboktan. Ces services, dans les deux premiers cas, seront vraisemblablement fournis à l'extérieur du parc national Banff. Le projet d'un centre de services aux visiteurs à Poboktan a été abandonné à la suite de l'opinion vigoureuse du public voulant que les centres de ce genre dans les parcs nationaux soient réduits au minimum.

RÉSUMÉ

Nous avons tracé ici les grandes lignes des modifications envisagées pour les plans-cadres provisoires des parcs des Rocheuses, afin de permettre au public d'évaluer les propositions du Ministère relativement à la région du lac Louise, dans le parc national Banff. D'autres changements importants touchant la planification de ces parcs seront exposés dans la déclaration de principe que le Ministère publiera sous peu.

VILLAGE LAKE LOUISE

POLAR
PAM
5363
POLARPAM

BOREAL INSTITUTE
LIBRARY
FEB 3 1972

VILLAGE LAKE LOUISE

06380-6

Une version française de ce document sera disponible sur demande de:

PARCS NATIONAUX
AUDIENCES PUBLIQUES
MINISTÈRES DES AFFAIRES INDIENNES
ET DU NORD CANADIEN

DEVELOPMENT PLAN — VILLAGE LAKE LOUISE

FOR VILLAGE LAKE LOUISE LIMITED:

W. Struan Robertson, Q.C.	Chairman of the Board
Ronald S. Ritchie	President
G. William Bahen	Vice President and General Manager

ERICKSON/MASSEY ARCHITECTS AND PLANNERS

Arthur Erickson	Partner
Geoffrey Massey	Partner
Rein Raimet	Associate
Ronald Bain	Associate
George Bradburn	

CONSULTANTS:

Ray Affleck, ARCOP	Special Consultant
Dr. Ian McTaggart-Cowan	Special Ecological Consultant
Dr. Robert Ogilvy	Plant Ecologist
Ron Peiluck	Lombard North, Ecological Consultants
Economic Research Associates	Economic Consultants
Dr. Setty Pendakur	Traffic Consultant
Associated Engineering Services Ltd.	Consultants, Municipal Services
R. M. Hardy and Associates	Soil Consultants
Dr. James Thorsell	Ecological Consultant

DECEMBER, 1971

TABLE OF CONTENTS

PREFACE 6

STUDY OBJECTIVES 9

BASIS FOR PLAN

National Parks goals and policy 10
Background 10
  A. The Village Lake Louise area 10
  B. History of Development 12
  C. Existing Development 12
Environmental Characteristics
  A. Geographic 14
  B. Geological 16
  C. Ecological
  D. Climatological 20
Recreational Potential 21
Development Program
  A. Introduction 22
  B. User Characteristics 22
  C. Comparable Developments in North America and Europe 22
  D. Facilities Program 27

VILLAGE SITE SELECTION

Method of Analysis 28
Conclusions 35

DEVELOPMENT PLAN — LOWER VILLAGE

Program 37
Objectives 37
Existing Development 38
Development Plan 40
  A. Vehicular Movement System 40
  B. Pedestrian Circulation 42
  C. Built Form 44
  D. Landscape 46
  E. Character 48
  F. Expansion and Phasing 50

DEVELOPMENT PLAN — UPPER VILLAGE

Objectives 56
Site Characteristics 57
  A. Topography 57
  B. Micro-climate 57
  C. Views from site 58
  D. Existing movement systems 58
  E. Boundaries of site 59
Principles of development 60
  A. Movement systems 60
  B. Built Form 60
  C. Orientation 60
  D. Scale 61
  E. Central Core 61
  F. Composite 61
Development Plan 62
  A. Movement Systems 62
  B. Service Systems 68
  C. Built Form 72
  D. Character 78
  E. Landscape 80
  F. Expansion and Phasing 82
First Stage Development 84
Development Controls 86

IMPLEMENTATION 89

APPENDIX 91

PREFACE

The memorandum of intention between Her Majesty The Queen in right of Canada and Village Lake Louise Ltd. dated March 25/70, describes the goals for the project as follows:

". . . it is the intention of the parties that Village Lake Louise shall be an incorporated all-season mountain village offering a full range of accommodation and services to visitors, planned and designed to provide the character of an outstandingly Canadian mountain village, the development of which shall be on a long term basis with construction proceeding as required to meet public demand and in keeping with economic feasibility and National Parks policy."

This planning report outlines the framework for the development of such a vacation and recreational community near Lake Louise in Banff National Park. In the planning process the purpose and policy of the National Park system was examined before defining the goals and objectives for the project. Analysis of the region's historical background, natural characteristics and recreational potential led to the proposal of a new village-community on the plateau and for the replanning of the existing settlement on the Bow Valley floor.

The preparation of the development plan for the village and valley floor has involved the efforts of many people, all of whom have been concerned with the relationship between the human amenities to be provided and the natural environment. The plan provides guidelines for development which reflect this concern.

STUDY OBJECTIVES

BASIS FOR PLAN

The initial objective of the study was to establish an information base with particular regard to:

1. National Parks goals and policy
2. Background
3. Environmental characteristics
4. Recreational potential
5. The program for a development that is economically feasible.

OBJECTIVES OF THE DEVELOPMENT PLAN

The above information was the basis for determining:

1. The best site or sites for development
2. The principles for development such as:
    - A. Sound ecological practices
    - B. The logical interrelationship of village functions, and their location on the site
    - C. The clear articulation of the movement systems (vehicular, pedestrian and service systems).
3. The development controls.

BASIS FOR PLAN

NATIONAL PARKS GOALS AND POLICY

The Department of Indian Affairs and Northern Development expresses the goals of the National Park System as follows:

A. To ensure the National Park lands are passed on to future generations with as little impairment as possible to their natural features.

B. To provide for the best use of the National Parks consistent with their intended purpose as prime examples of Canada's most scenically, geologically and ecologically interesting areas.

C. To serve the people in an effective and meaningful manner by helping them to understand and enjoy the parks.

D. To encourage private enterprise to invest in and manage appropriate facilities for the visiting public, inside and adjacent to parks, complimenting government developments.

E. To expand the system adequately to ensure representation of the physiographic and ecological regions of Canada.*

To implement these goals, a systematic body of policy regarding the Parks and their use has been developed by the Department. Emphasis is placed on the preservation of the Parks as areas of essentially untouched wilderness, with provision of adequate facilities, compatible and harmonious with wilderness recreation, for use and access. National Parks policy regulates wildlife and nature, forestry, access and transportation, public and private accommodation, camping, research, education and culture, recreation, townsites and town development and financial aspects of the Parks. Any proposal for development in the Parks assumes this policy as a primary criterion and must express its spirit and intent in planning and design.

BACKGROUND

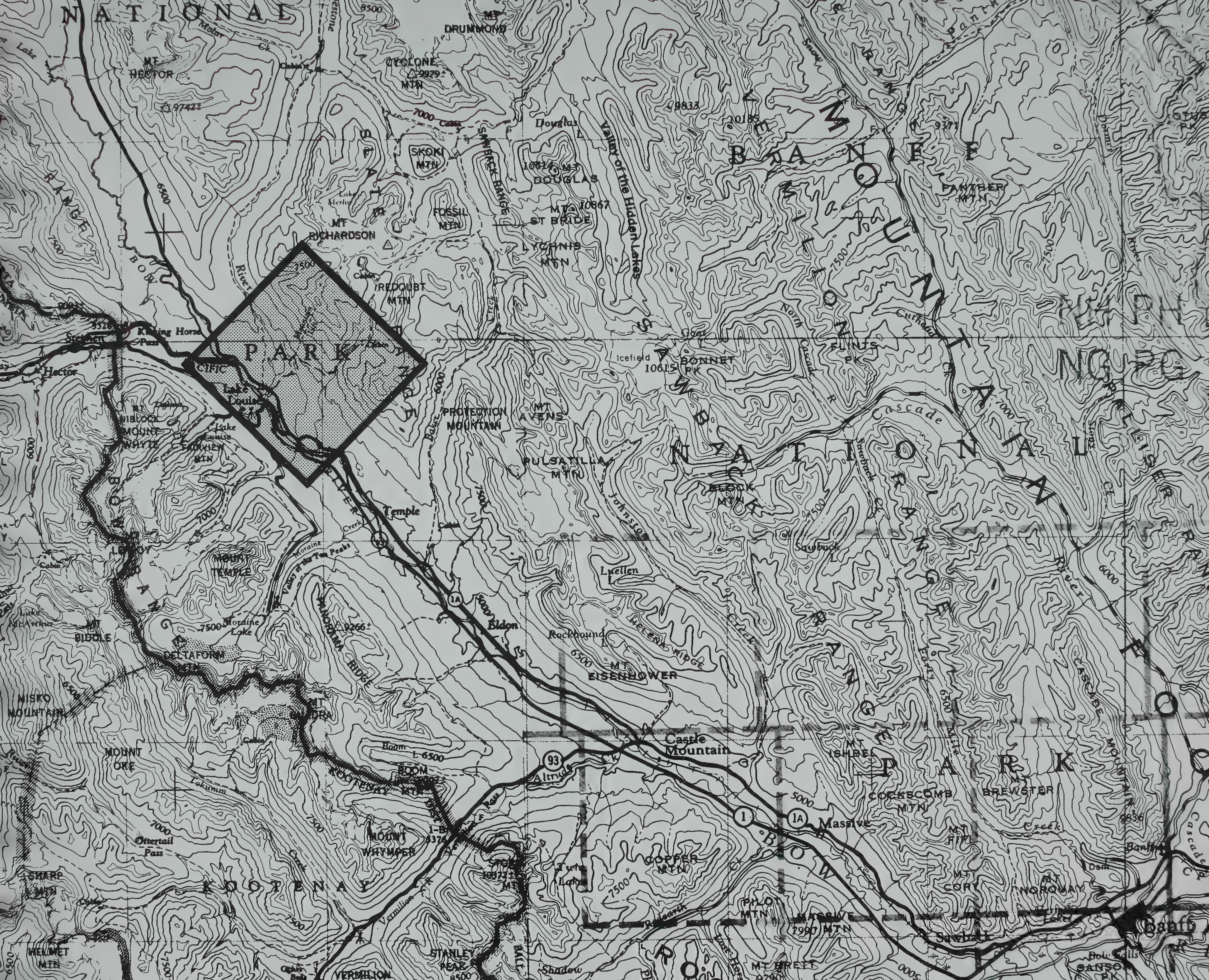
A. THE VILLAGE LAKE LOUISE AREA

The planning area is located along the Trans-Canada Highway approximately 35 miles northwest of Banff and one mile southeast of the intersection with the Banff-Jasper Highway. The Windermere Highway, after passing through Kootenay National Park, meets the Trans-Canada 16 miles to the southeast. These roads are already carrying relatively high traffic volumes and are projected to carry far more in the future. The Lake Louise region's high recreational attractiveness, summer and winter, and heavy traffic passing through the park have created a need for services and facilities far beyond the capacity of existing development.

The shaded portion of the map at right indicates the part of the planning area shown on maps in this report.

---

* Statement on National Parks of Canada to the Standing Committee on Northern Affairs and National Resources from the Department of Indian Affairs and Northern Development, February 16, 1967, P.19.


NATIONAL
MT DRUMMOND
CYCLONE MTN
MT HECTOR
SKOKI MTN
FOSSIL MTN
MT RICHARDSON
REDOUBT MTN
MT DOUGLAS
MT ST BRIDE
LYCHNIS MTN
Valley of the Hidden Lakes
SAWBACK RANGE
BONNET PK
FLINTS PK
PANTHER MTN
BANFF
MOUNTAIN
NATIONAL
PARK
Kicking Horse Pass
Hector
Lake Louise
PROTECTION MOUNTAIN
MT AVENS
PULSATILLA MTN
BLOCK MTN
Cascade
Temple
MOUNT TEMPLE
Moraine Lake
Valley of the Ten Peaks
PANORAMA RIDGE
MT BIDDLE
DELTAFORM
NISKO MOUNTAIN
MT BABEL
MOUNT OKE
Boom L
BOOM MTN
KOOTENAY
Ottertail Pass
MOUNT WHYMPER
Vermilion Pass
Eldon
Rockbound L
MT EISENHOWER
Castle Mountain
Altrude
93
1A
1
BOW
Massive
MT ISHBEL
COCKSCOMB MTN
MT BREWSTER
MT CORY
MT NORQUAY
COPPER MTN
PILOT MTN
MASSIVE MTN
Sawback
Banff
STANLEY PEAK
VERMILION
HELMET MTN
SHARP MTN
Icefield 10615
7500
7000
6500
6000
5000

B. HISTORY OF DEVELOPMENT

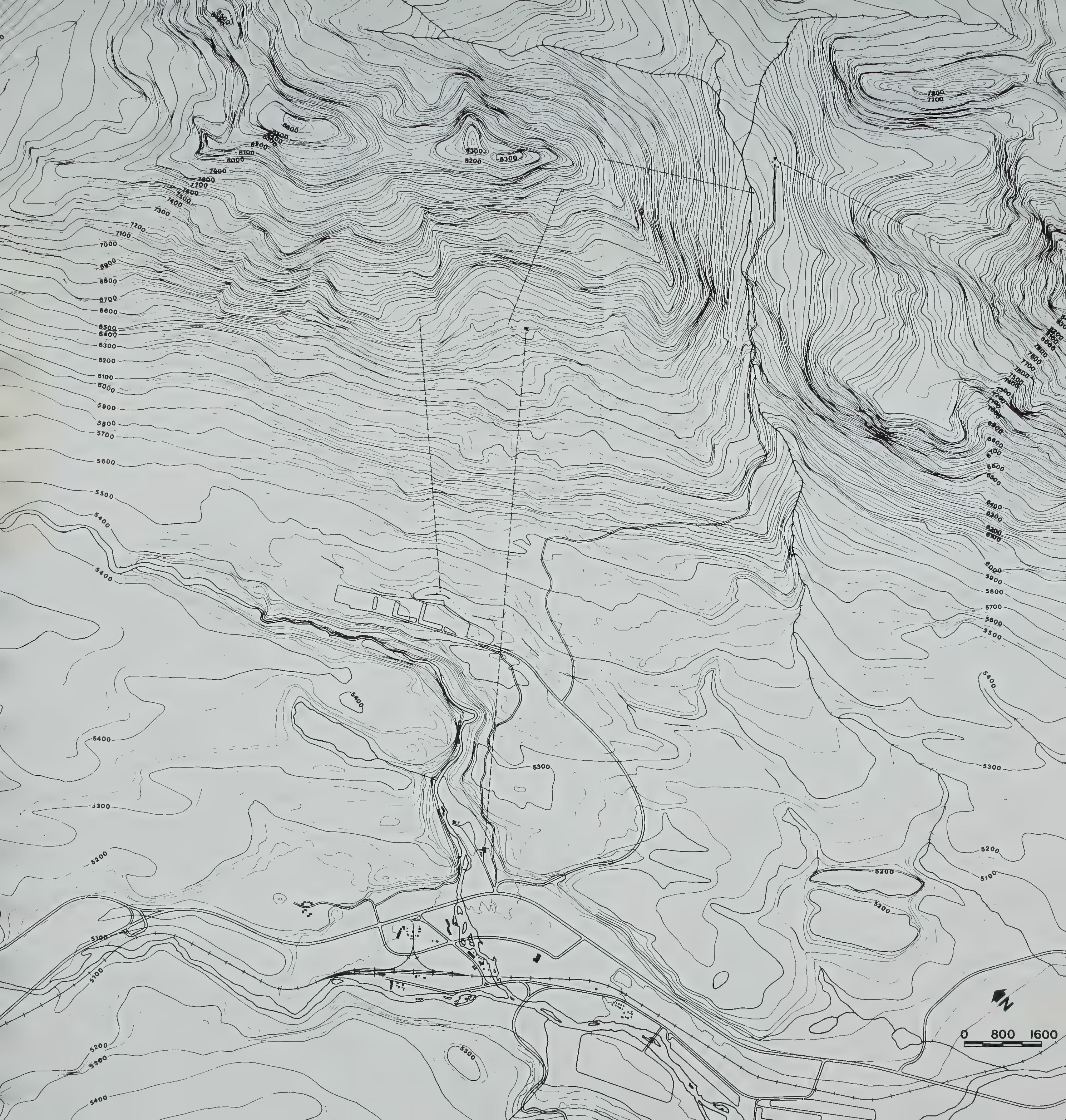
The scenic and recreational potential of the Banff-Lake Louise region was first realized by the men who forced Canada's first transcontinental railroad through the Rockies in the 1880's. Before 1900, a village called Laggan existed on the site of the present Lake Louise Station. Amateur mountaineers explored the surrounding peaks and glaciers from this base. In 1890 the first chalet on the shore of Lake Louise had been built and the stream of visitors had begun. Through the 1920's and 1930's, Lake Louise became a popular side trip from Banff. Although there had long been good road access to the area — it lay on a transcontinental route via the unpaved Big Bend road — the current boom of tourism in the Park did not begin until the recent completion of the paved Rogers Pass section of the Trans-Canada Highway.

Ski touring was popular during the 1930's and 1940's and the Post Hotel and Temple Chalet were built during this period. The first lifts, the gondola and the Larch poma lift were erected in 1959. The Olympic and Eagle chairs were constructed in the mid-1960's, and most of the motels on the valley floor are quite recent, reflecting the surge of interest in the area's skiing in the last few years.

C. EXISTING DEVELOPMENT

A survey of the Lake Louise area discloses the following man-made facilities:

At Lake Louise:	Chateau Lake Louise Several small lodges and cabins A horse-riding concession Parking and roads serving the above A system of trails in the surrounding hills Inglenook Cafeteria Smythe Service Station
On the Bow Valley Floor:	Trans-Canada Highway C.P.R. tracks, switching area, "Y", and station main power lines Parks maintenance compound and administration Post Hotel and several other motels, totalling about 185 beds General store and Post Office R.C.M.P. Office Service station Campgrounds and a trailer drop area Gravel pit A small single family housing development The gondola lift base A system of parking and roads Existing underground services Youth hostel Trailer park Telephone exchange
On the terrace above the Bow Valley:	Several small service structures The base of the Olympic chair lift, the extension of the gondola lift, the beginners' lift The bottom of numerous ski runs Access roads and a large parking lot Horse trails
On the surrounding mountainside and valleys:	Skiers' day lodge Ski lifts, terminals and runs Mount Temple Lodge and access road "Halfway" Hut Trails into alpine territory


8500
8600
8500
8400
8300
8200
8100
8000
8300
8200
8300
7800
7700
7900
7800
7700
7600
7500
7400
7300
7200
7100
7000
6900
6800
6700
6600
6500
6400
6300
6200
6100
6000
5900
5800
5700
5600
5500
5400
5400
5400
5400
5300
5300
5200
5100
5100
5200
5300
5400
5300
5300
5200
5200
5200
5100
5400
5300
7800
7700
7600
7500
7400
7300
7200
7100
7000
6900
6800
6700
6600
6500
6400
6300
6200
6100
6000
5900
5800
5700
5600
5500
N
0
800
1600

ENVIRONMENTAL CHARACTERISTICS

A. GEOGRAPHIC

Situated near the Continental Divide in the main chain of the Canadian Rockies, the Lake Louise area is about 95 air miles from Calgary, 190 from Edmonton and 35 from Banff. Altitude above sea level ranges from about 5,000 feet on the Bow Valley floor to over 11,000 feet in the surrounding peaks.

Major physiographic features include the wide U-shaped Bow River Valley and numerous adjacent mountain peaks including the impressive Bow Range with the Victoria glacier spilling into Lake Louise. Tributary valleys and their associated mountain streams and lakes are located among a variety of glacial and post-glacial landforms.

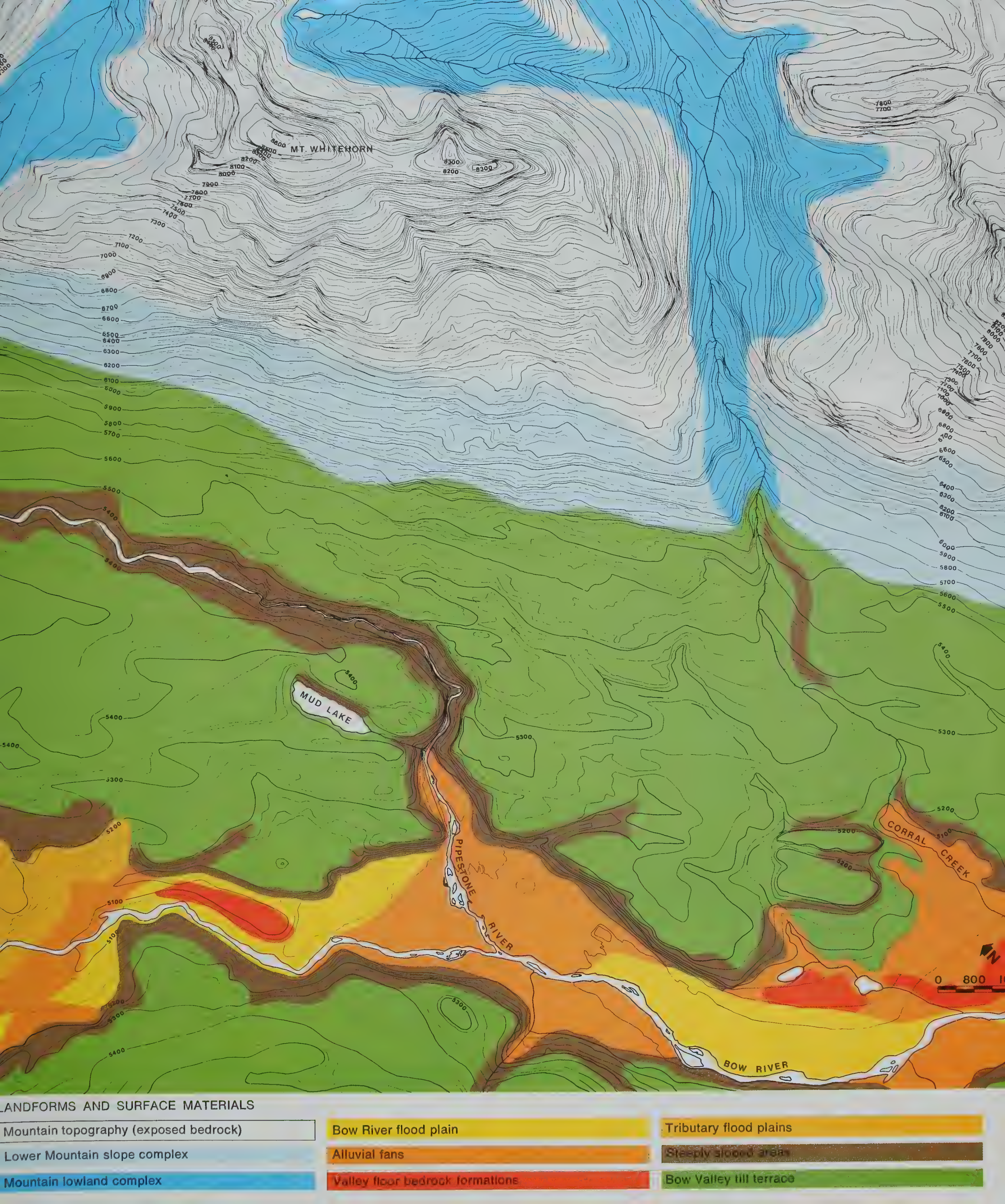
B. GEOLOGICAL

The study area is dominated by the Bow River floodplain and the Bow Valley terrace which provides local relief of around 400 feet. The topography is bedrock covered with a thick mantle of either alluvium or till.

The advance and retreat of numerous glacial ice sheets created the broad U-shaped Bow Valley and deposited a thick mantle of highly compact till. Post-glacial erosion created the Bow River flood plain. Tributary mountain streams are developing fan deposits which are superimposed on the flood plain. The remaining portion of the till exists as the upland terraces which parallel both sides of the valley walls.

The till is highly compact, calcareous and cemented. The local topography is dominated by long ridges separated by glacial troughs parallel to the flow of the glacier down the Bow Valley. The alluvium of the flood plain is very coarse material.

These findings contain numerous implications for village development. Aside from the recreational interest of glacial features, such considerations as the depth of bedrock, the quality and type of till, and existing drainage patterns help determine the village location and the methods and materials used in construction.


MT. WHITEHORN
MUD LAKE
PIPESTONE RIVER
BOW RIVER
CORRAL CREEK
N
0 800
LANDFORMS AND SURFACE MATERIALS
Mountain topography (exposed bedrock)
Lower Mountain slope complex
Mountain lowland complex
Bow River flood plain
Alluvial fans
Valley floor bedrock formations
Tributary flood plains
Steeply sloped areas
Bow Valley till terrace

C. ECOLOGICAL

1. Soils

In general the soils are shallow, youthful, and poorly developed. The dominant soil type is podsol. Organic soils have developed in the imperfectly drained depressions, in the aquafer zone and along the drainage channels. These bog soils may be slightly acidic but are very shallow and are superimposed over cemented till.

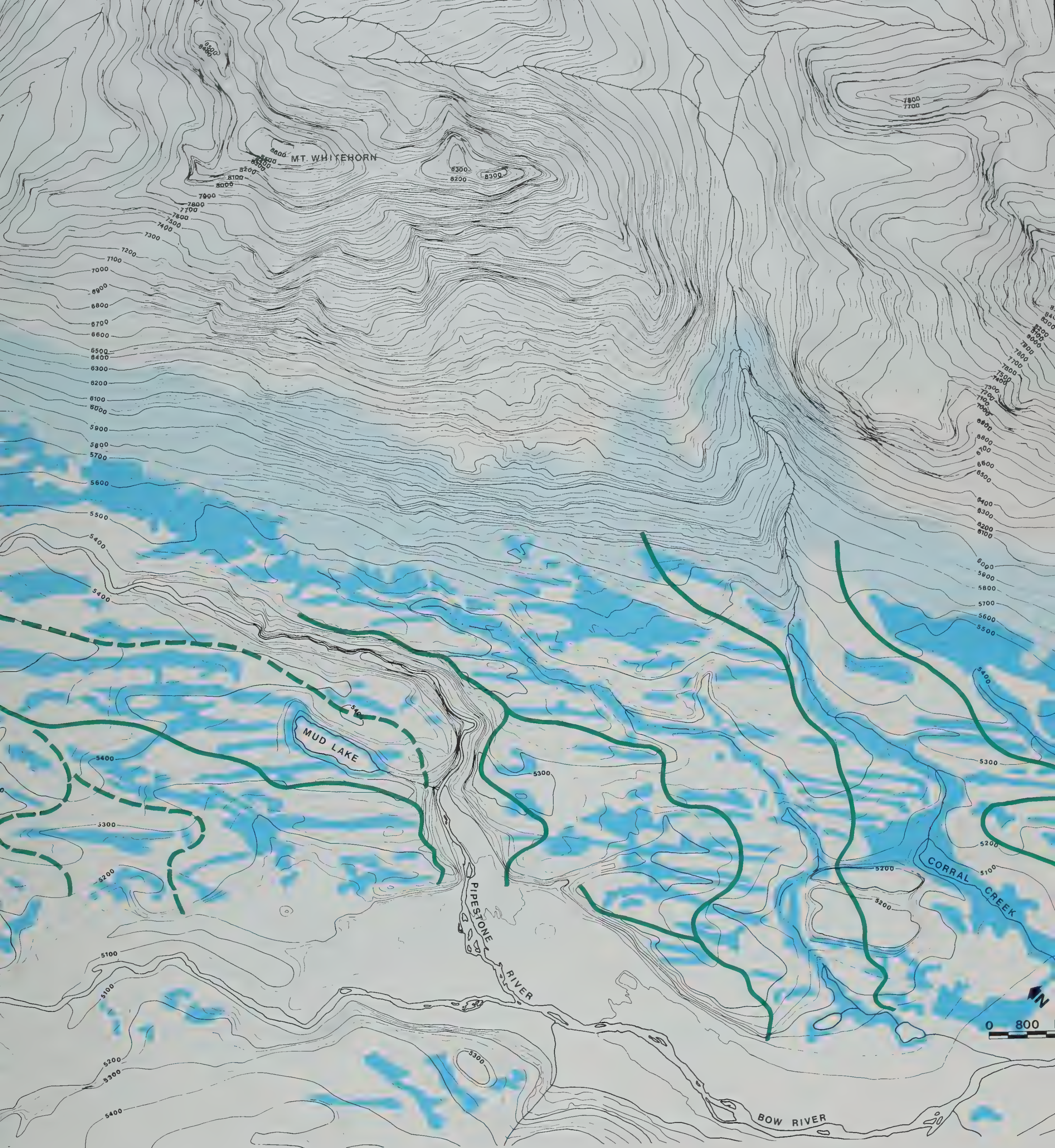
River undercutting has created steeply sloped areas and probably was the cause of major slumping action in the past. While the slopes appear stable and the till is highly cemented, removal or disturbance of the vegetation of these steep grades results in unsightly sheet flows. Once this process has begun it is extremely difficult to stabilize the surfaces and re-establish the vegetation. The soil is generally lacking in fertility, dries out quickly and presents problems in re-vegetating construction scars.

2. Drainage

Drainage is generally rapid throughout most of the study area. The flood plain is characterized by vertical drainage except for small areas associated with bedrock exposures and the active portions of alluvial fans. The drainage pattern on the upland terrace conforms to the network of long narrow depressions. Drainage off the side of the mountains emerges from the lower slopes in the form of seepage, springs and creeks. This aquafer zone and the adjacent series of trough-like depressions create imperfectly drained areas which are characterized by shallow bog ecologies.

The plateau northeast of the Pipestone Canyon provides excellent conditions for development. It is characterized by a solid base of cemented, pre-loaded, low-erosion till over bedrock. The soils are well drained and the drainage channels are well established.

Suitable conditions for development also occur on the Bow River flood plain. Porous soils over a thick mantle of coarse textured materials provides excellent drainage conditions.



DRAINAGE PATTERNS AND RELATED PHENOMENA

☐ Well drained areas — characterized by lodgepole pine on loamy, fine sands.

Aquafer Zone.

🟦 Imperfectly drained areas — generally coinciding with glacial flutes or troughs — characterized by white spruce — engelmann spruce on an organic mat and silty sands and clays

Major Water sheds. ━━━━━━

Subunits. ━ ━ ━ ━ ━

3. Wildlife

Except for a wide variety of small mammals and birds, Lake Louise is not an important wildlife area. Small populations of moose, elk, mule and deer occur, especially during the spring and autumn migrations. Mountain goat and big-horn sheep are generally absent from the immediate area. Current Canadian Wildlife Services studies indicate a significant number of grizzly and black bear in the region. With a view to reducing bear/human interaction to a minimum, an intensive bear management plan is being formulated.

4. Plant Life

There are two general types of plant patterns in the area — that of lower elevations and that of higher altitudes.

Lodgepole pine is currently the predominant tree species. It occurs in nearly pure stands on most well-drained sites. Because of its dryness, the dense lodgepole pine stands are especially susceptible to fire.

Engelmann spruce is perhaps the characteristic tree in the valley of the Bow River. Spruce is the dominant tree in most of the bog areas. A few remnant pine persist and other trees, such as paper birch, trembling aspen and alpine fir also occur sporadically. Alpine fir occurs most commonly in the upper regions of the area. A wide variety of wild flowers provide interest to visitors in the alpine meadows.

Planting and landscaping for the proposed village must be carefully related to the existing species and selected for the same conditions as exist for the present vegetation.

D. CLIMATOLOGICAL

The planning area shares the climate common to the Canadian Rockies region. Mean daily temperatures on the valley floor vary from 54.4°F in July to 6.3°F in January. Minimum temperature recorded is -63°F and maximum 94°F. While cold periods of -30° to -40° occasionally affect the valley floor in winter, concurrent temperature inversions can make the upper ski slopes considerably warmer. Generally, however, average temperature drops about 3°F for each 1,000 feet of rise in elevation.

Precipitation is spread fairly evenly throughout the year, and averages 30. 37 inches per year. ". . . in the winter months of December to March, snow accumulates from 18" in December to about 25" in January and about 30" in February. After reaching about 35" in mid-March, the snow declines to about 20" to 25" by the end of March and disappears by the end of April or early May. Total snowfall for the year amounts to about 140 inches. Most parts of the planning area receive a full day of sun on cloudless winter days. Exceptions are some sections of the Pipestone Canyon and the north, northeast and northwest exposures of small hills, depressions or valleys. The number of daylight hours ranges from eight per day on the shortest day of the year to a little over sixteen hours on the longest.

RECREATIONAL POTENTIAL

A wealth of outdoor recreational possibilities are provided by the natural features of the Lake Louise region. Their development must be realized in ways that preserve and protect the essentially wild nature of the Park, and their capacities for enjoyable use determined and enforced. The table below lists outstanding features and their proposed use.

NATURAL FEATURE	PROPOSED USE
North and south slopes of Whitehorn Mountain, slopes above upper Corral Creek.	Sight-seeing and hiking and trail riding (summer); alpine (downhill) skiing serviced by lifts up to 8,500 skiers/day capacity (winter).
Ptarmigan Pass alpine country; Skoki Valley; alpine lakes and meadows below Mount Richardson.	Alpine hiking and camping (summer); trail riding (summer); cross-country ski touring and snowshoeing (winter).
Mount Richardson and nearby peaks; Mount Victoria, Mount Temple, Mount Lefroy; alpine country near Lake Louise.	Alpine hiking and full-scale mountaineering of all grades.
Local rock outcroppings; glacial features; exposed mountain structure; plant and animal communities of area.	Nature interpretation and study.
Existing park trail system.	Trail riding, hiking.
Meadow areas on terrace above the Pipestone River.	Picnicking; short walks.
Mountain scenery as viewed from Bow Valley; forests and banks of Bow River; Lake Louise.	Auto touring and sightseeing auto camping; walking and picnicking.
Pipestone and Bow Rivers.	Short walks and hikes along banks; sport fishing and whitewater boating; picnicking.
Mud Lake.	Sport fishing; canoeing; picnicking; swimming; ice skating (winter);
	A proposed horse riding stable would be located near the present small housing subdivision north of the Trans-Canada Highway.

DEVELOPMENT PROGRAM

A. INTRODUCTION

The program for new facilities was determined by a feasibility study and economic assessment of the present day demand of the area, an investigation of the most successful modern resort communities of a comparable type and an evaluation of what type of development would be most successful aesthetically, functionally, and commercially in this particular location.

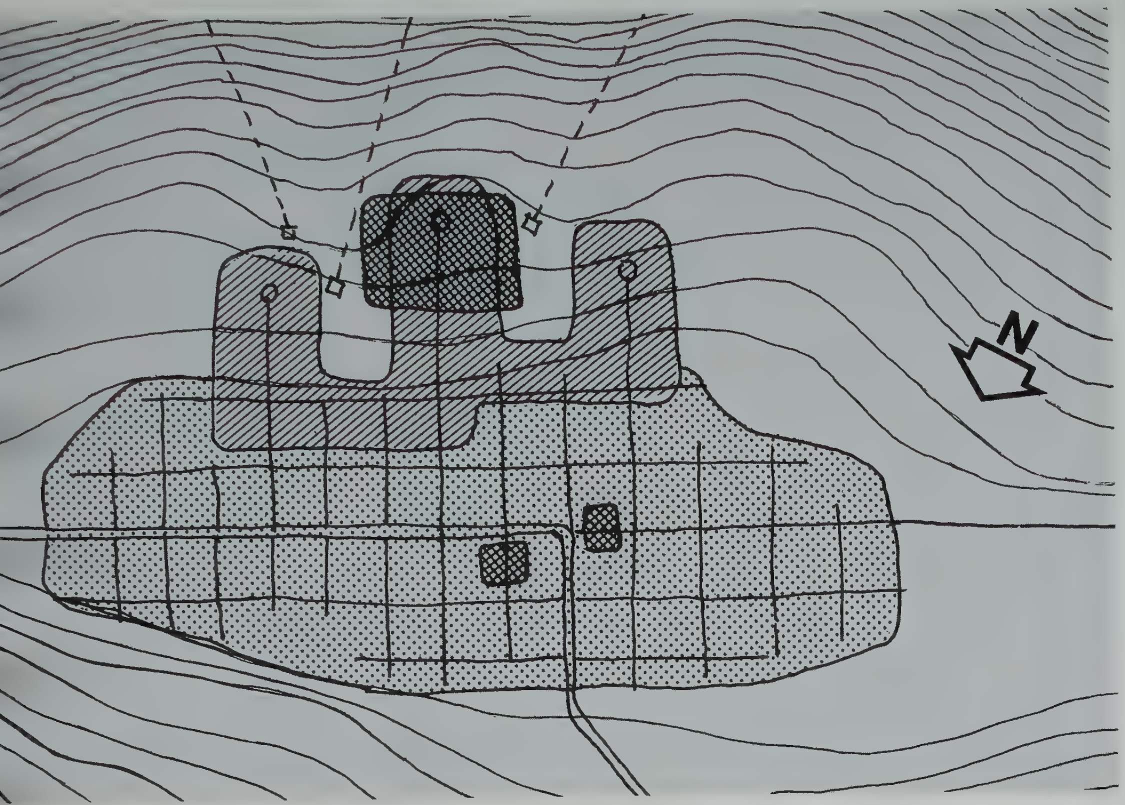
B. USER CHARACTERISTICS

Skiers, the largest single group of winter visitors, tend to have more education and a somewhat higher income than the national average. The predominant age group is 18 to 29 and most are from the larger urban centres. They are usually attracted to a winter resort by the promise of good skiing and an active social life. Summer visitors are more generally distributed over the education, income and age scales. While most enjoy the atmosphere a resort community provides, many come to seek out the peace and solitude of the mountains.

If the development is to avoid the sterility and lack of interest of the seasonal transient resort, it must become a genuine year-round community. Residents and visitors alike shape its image and identity. The special relationship between town and natural environment should be explored to create an experience unique and complimentary to both.

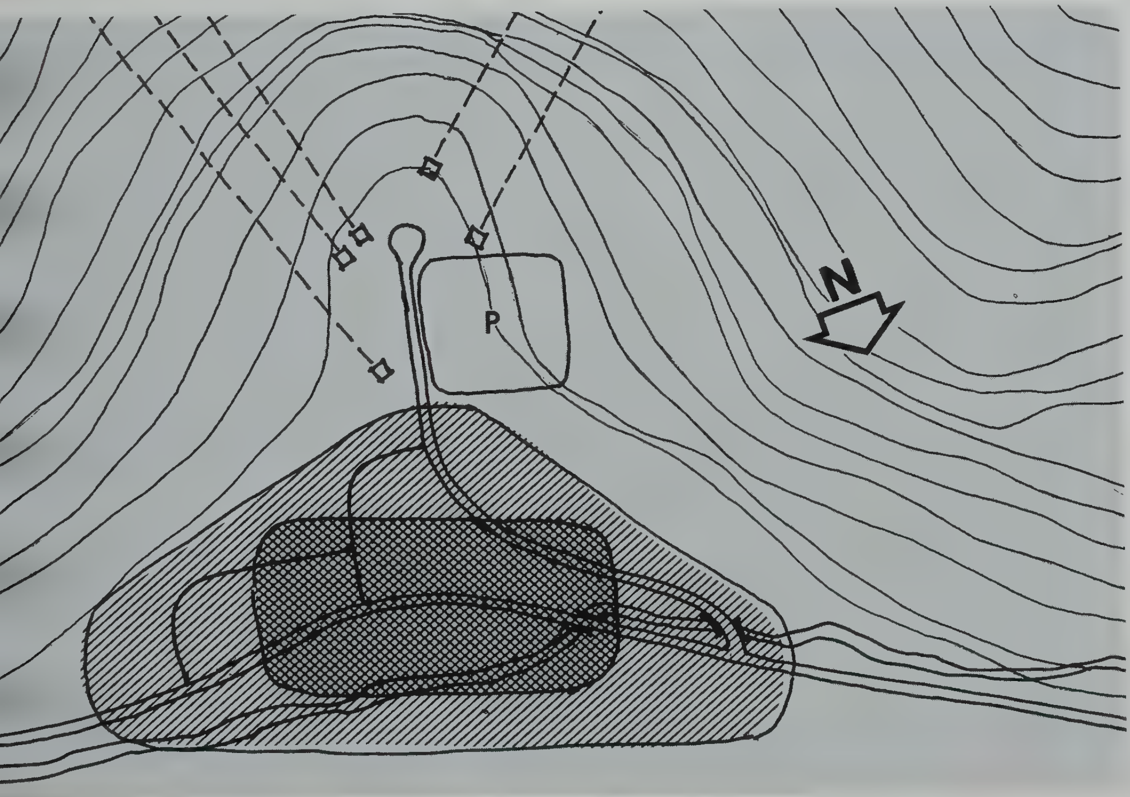
C. COMPARABLE DEVELOPMENTS IN NORTH AMERICA AND EUROPE

The booming popularity of downhill skiing in the last 15 years has created whole new towns and transformed many older mountain villages. Planners of a new development today have the advantage of studying others' experience. The number of ski areas now operating in Europe and North America clearly makes a comprehensive survey impossible, but eight have been chosen for presentation here. These eight were thought to best express representation types, current trends, and factors relevant to the Lake Louise project.



ASPEN, COLORADO, U.S.A.

Originally an old mining town, Aspen has become probably the largest and best known winter resort on the American continent. Starting with the traditional North American grid street pattern, with the main highway weaving through the centre, the town tended to grow near the base of the ski lifts. The most successful hotels are located here or within walking distance. Aspen is quite spread out, necessitating much internal travel by car. Its success is based on good skiing, an emphasis on year-round activity (summer festival and cultural events), interesting shops, and apres-ski life.



VAL D'ISERE, FRANCE

An older town given new life by excellent skiing and the fame of Jean-Claude Killy, Val d'Isere still retains the basic form of the typical European mountain village. Growth has been chiefly along both sides of the through road, forming a strip of shops and hotels. Parking is along the streets, and Val d'Isere suffers from a common problem of such villages, traffic congestion and conflicts with pedestrians.

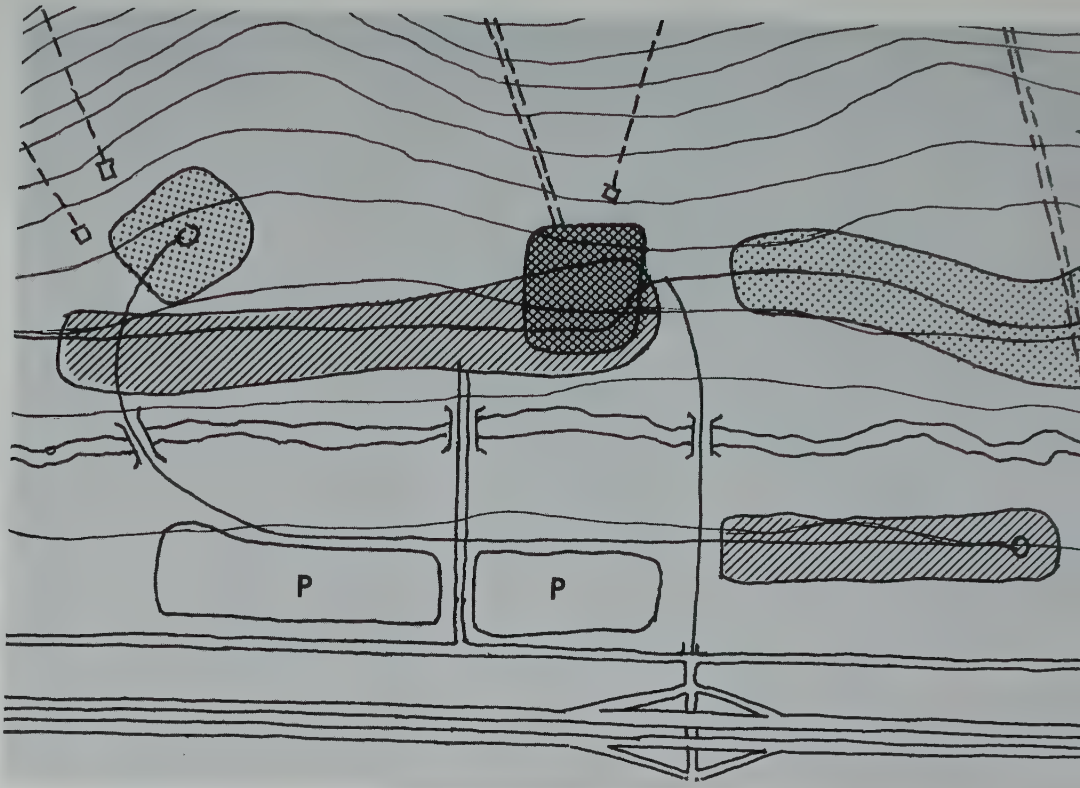
░ Single Family Dwelling

▨ Multiple Dwelling

▦ Commercial

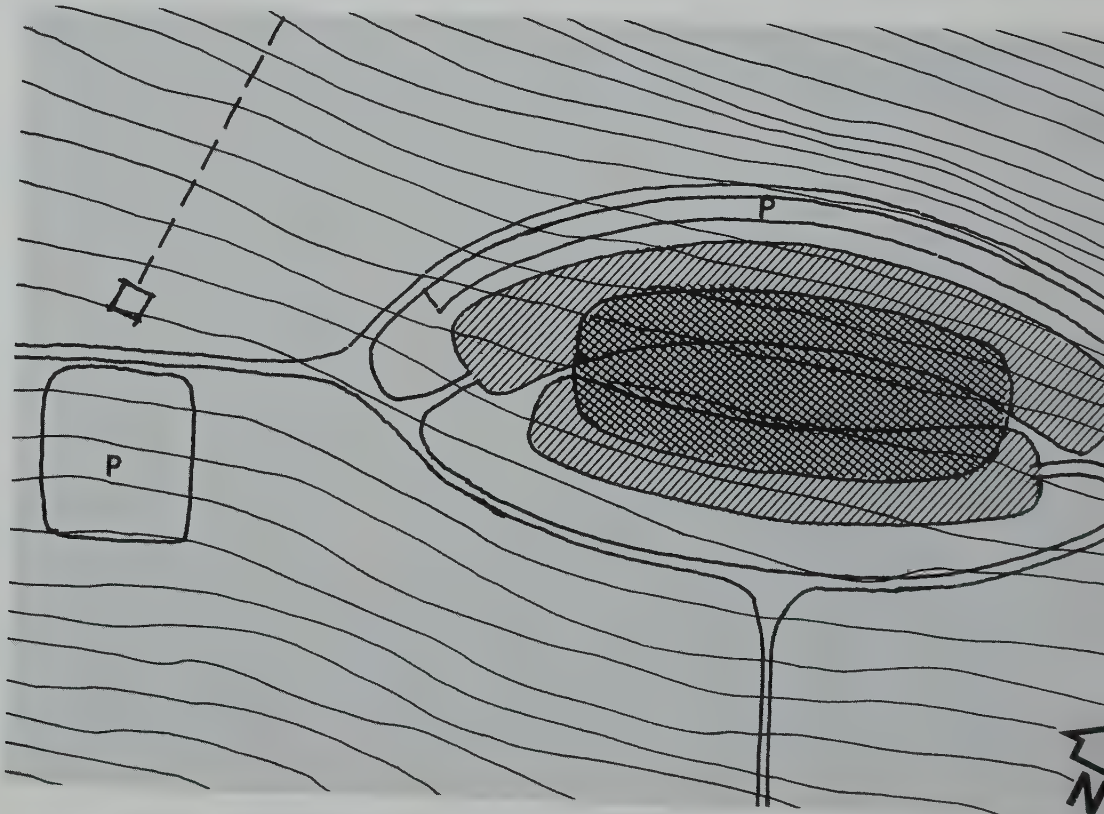
VAIL, COLORADO, U.S.A.

Although only a few years old, Vail is already in many respects the most successful ski resort in North America. The town lies just off the main highway, and takes a linear form along the base of the slopes. The plan is quite loose, with many small buildings scattered throughout, although the edge of development is controlled somewhat by the highway and the bottom of the ski hill. Day skier parking lies just off the highway, with most overnight visitors parking in the streets, causing traffic congestion. A few hotels have enclosed parking. Vail has profited by its proximity to the slopes, its spectacular sales of condominium-type units, and its image of exclusiveness and style.

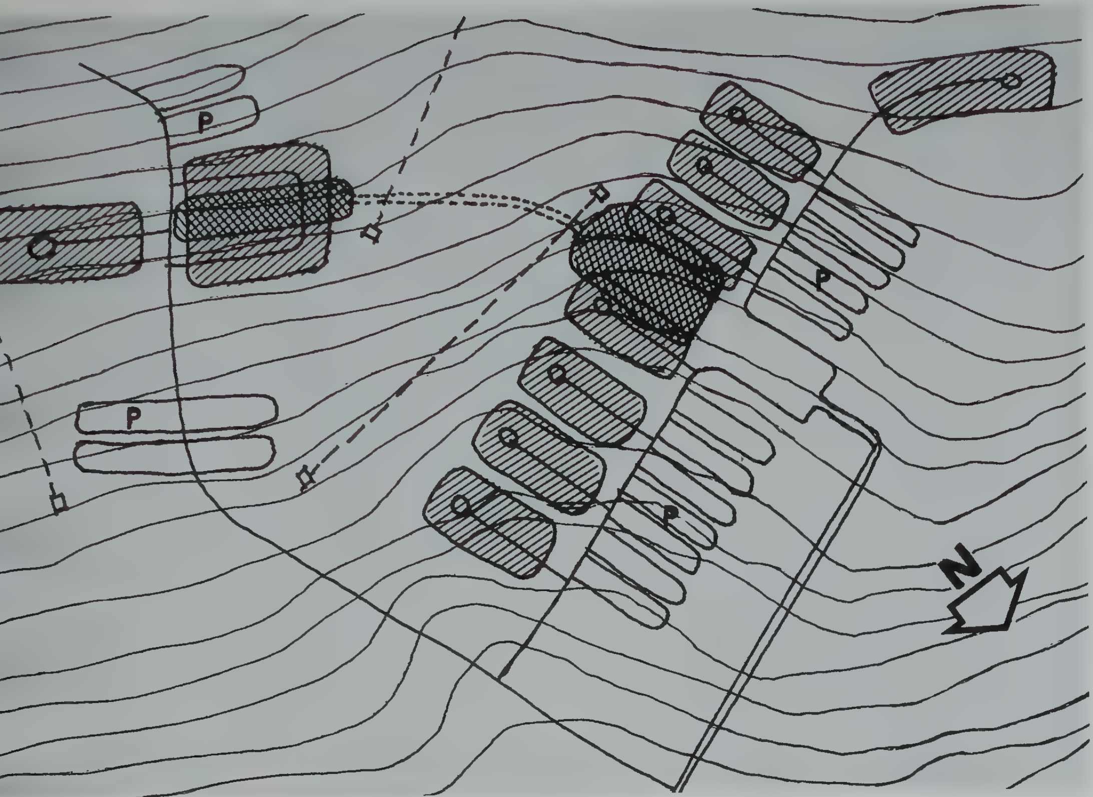


ANZERE, SWITZERLAND

Anzere is one of the many all new ski towns being built in France and Switzerland. It is characterized by dense, high development in a double linear form. On one side of the village the access road and parking run underground, while the other has a road and parking along the back at grade. The hotels are grouped along a central mall with shops. Because development is contained on all sides by roads, ski access to the centre is difficult. Lifts are outside the village but within walking distance.

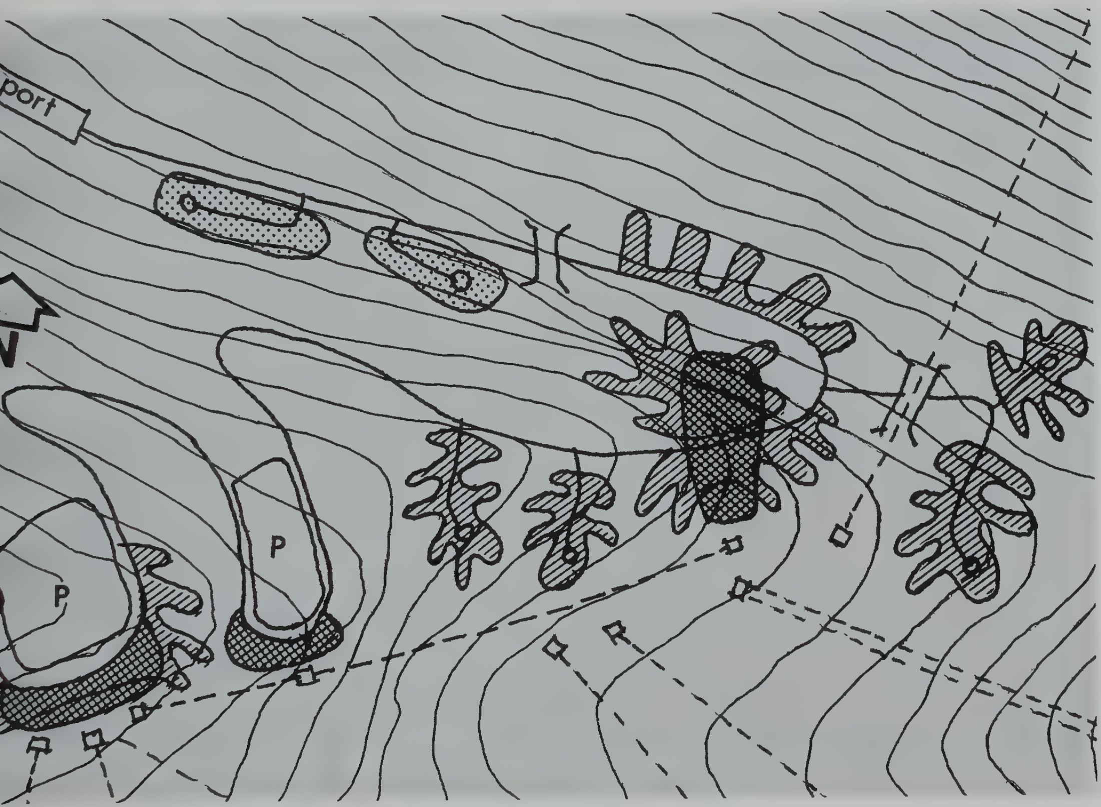


░ Single Family Dwelling
▨ Multiple Dwelling
▩ Commercial



SNOWMASS-AT-ASPEN, COLORADO, U.S.A.

Only a few miles down the road from Aspen, Snowmass is an entirely new resort community. It is off the main highway, and will eventually consist of several related villages. A unique feature of its planning is the layout of streets and town axis at right angles to the slopes, climbing up in a series of steps. This arrangement has proven unpopular with pedestrians, particularly in summer, and projected additions tend to run parallel to the contours. However, it is possible to ski directly to most buildings, an idea universally popular with skiers. Parking is on grade and directly related to housing and shops. The main lifts terminate near the commercial centre, allowing skiers to stop for quick refreshment, shopping, or apres-ski. Parking is exposed above grade.



VAL THORENS, FRANCE

Another town recently created for the skier, Val Thorens is based on a concept of ski corridors penetrating the entire development. Internal circulation is either by ski, or by auto, except within the commercial centre. Although the road system is at or above grade, nearly all overnight visitor parking is enclosed underground. The central area is densely built up, but single family unit complexes exist on the edges. Lifts are grouped around the centre and around the area used by the day skier.

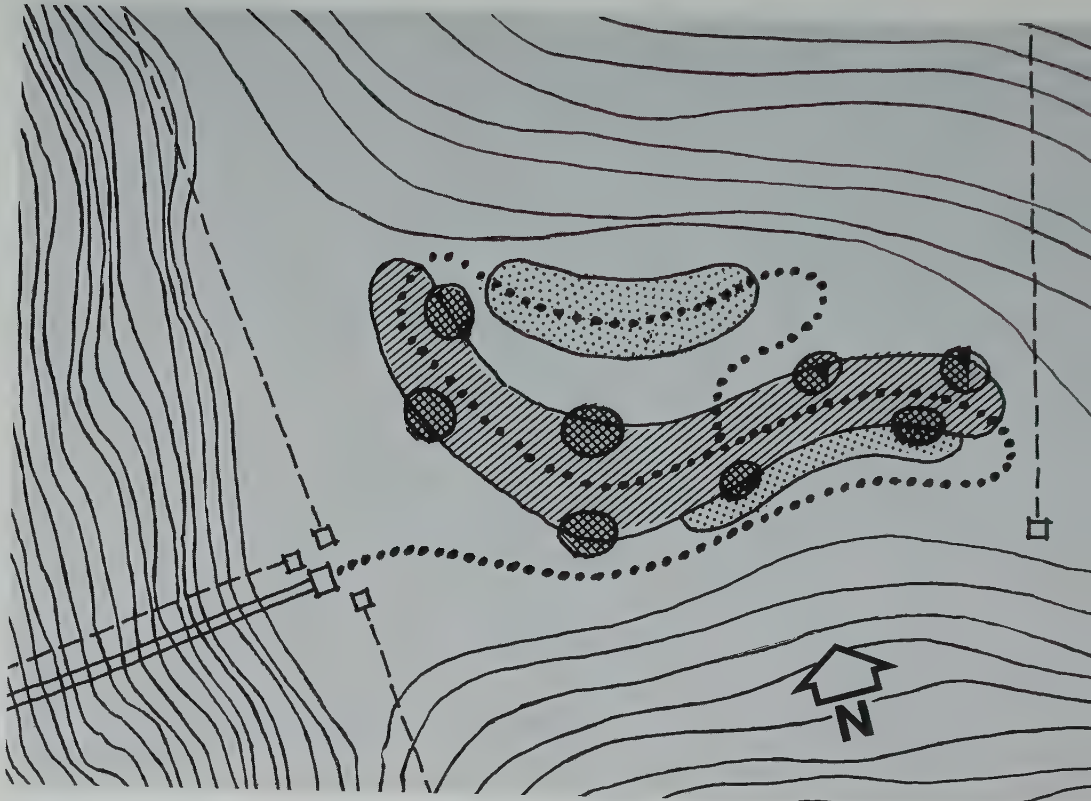
░ Single Family Dwelling

▨ Multiple Dwelling

▩ Commercial

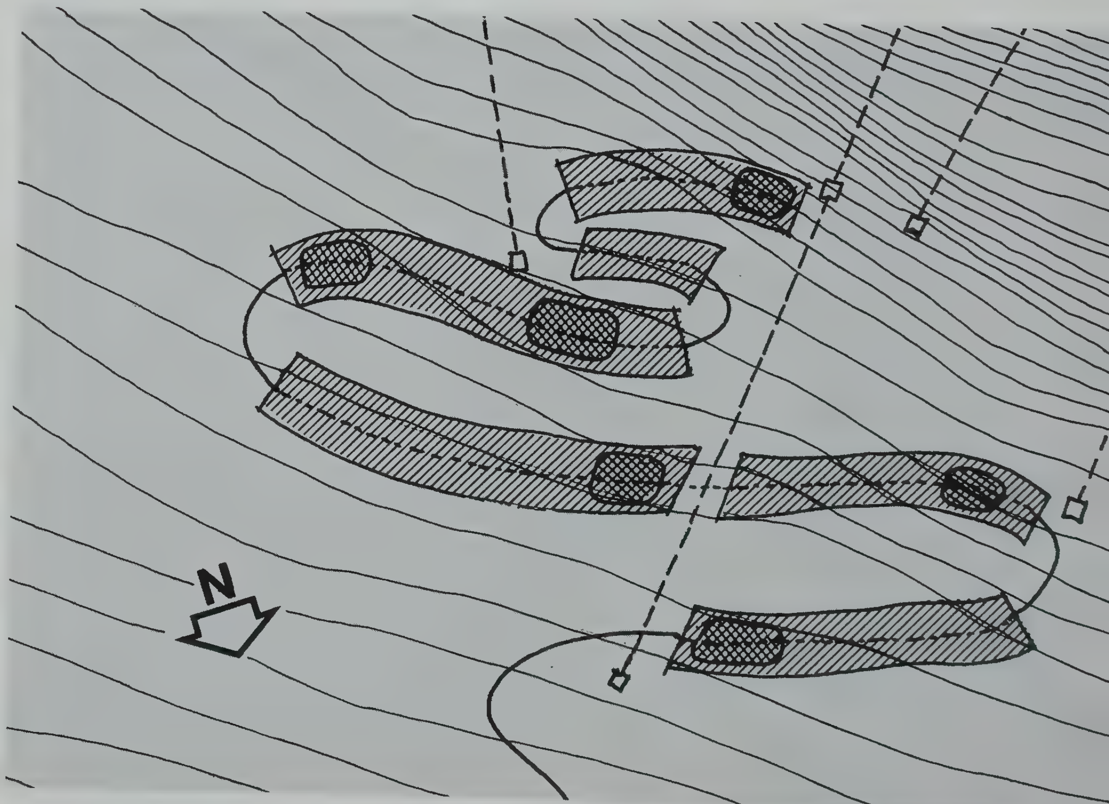
AVORIAZ, FRANCE

Avoriaz, with its well-sited buildings, is one of the few towns anywhere which do not allow private cars access. It lies on a high shelf above the valley, and would have been difficult for cars to reach, probably making the decision easier. Skiers park below and take lifts up to the village. However, service roads are still needed, and some inconvenience must be experienced by the skier bringing up supplies for a long stay. In addition to eliminating most of the unpleasant features of masses of cars, the arrangement permits somewhat more flexibility in planning, and buildings can take more advantage of natural features of the site.



THYON 2000, SWITZERLAND

One of the most interesting resort developments under construction in Europe is the linear town of Thyon. The scheme is based on a generally continuous building section, which places the road and parking underground between two rows of buildings. Pedestrian access is along covered shopping arcades and skier access along the central main street. Lifts begin at intervals along the development, and ski access to most sections is good. Such a concept, however, does not provide for a main centre of activity. Commercial facilities are spread out along the line of building.



░ Single Family Dwelling
▨ Multiple Dwelling
▩ Commercial

SUMMARY

From a study of the foregoing developments, a number of positive and negative factors can be seen:

Positive Factors:

a good skier access to town centre, residential areas, day parking
b base of lifts near town centre and day parking
c enclosed or underground parking
d interesting shops, social life, entertainment
e a diversity of year-round recreational and cultural activity
f a well-defined town centre with pleasant public spaces
g favourable conditions for housing sales or leasing
h separation of vehicle and pedestrian circulation systems
i bold scenery and an attractive natural environment
j a favourable and widespread public image
k economical "travel package" plans offered by airlines and railroads.

Negative Factors:

a town layout running uphill, perpendicular to slopes
b difficult pedestrian access from residential areas to commercial centre and lifts
c difficult skier access from slopes to town centre
d difficult car access to residential buildings
e excessive on-street parking and vehicle-pedestrian conflicts
f town centre or day parking not related to base of lifts
g day parking not related to town centre
h lack of well-defined town centre
i highway traffic passing through town.

D. FACILITIES PROGRAM

The economic feasibility study concludes that, given the projected growth rate of summer use, and the continuing boom in skiing and winter sports in the west, a more than adequate market exists for the development of services and accommodation up to the acceptable recreational capacity of the site.

The study emphasizes the importance of co-ordinating village and recreational development, proper construction scheduling, and adequate exposure to the public in the initial stages.

The basic elements of the program for new facilities are seen to be:

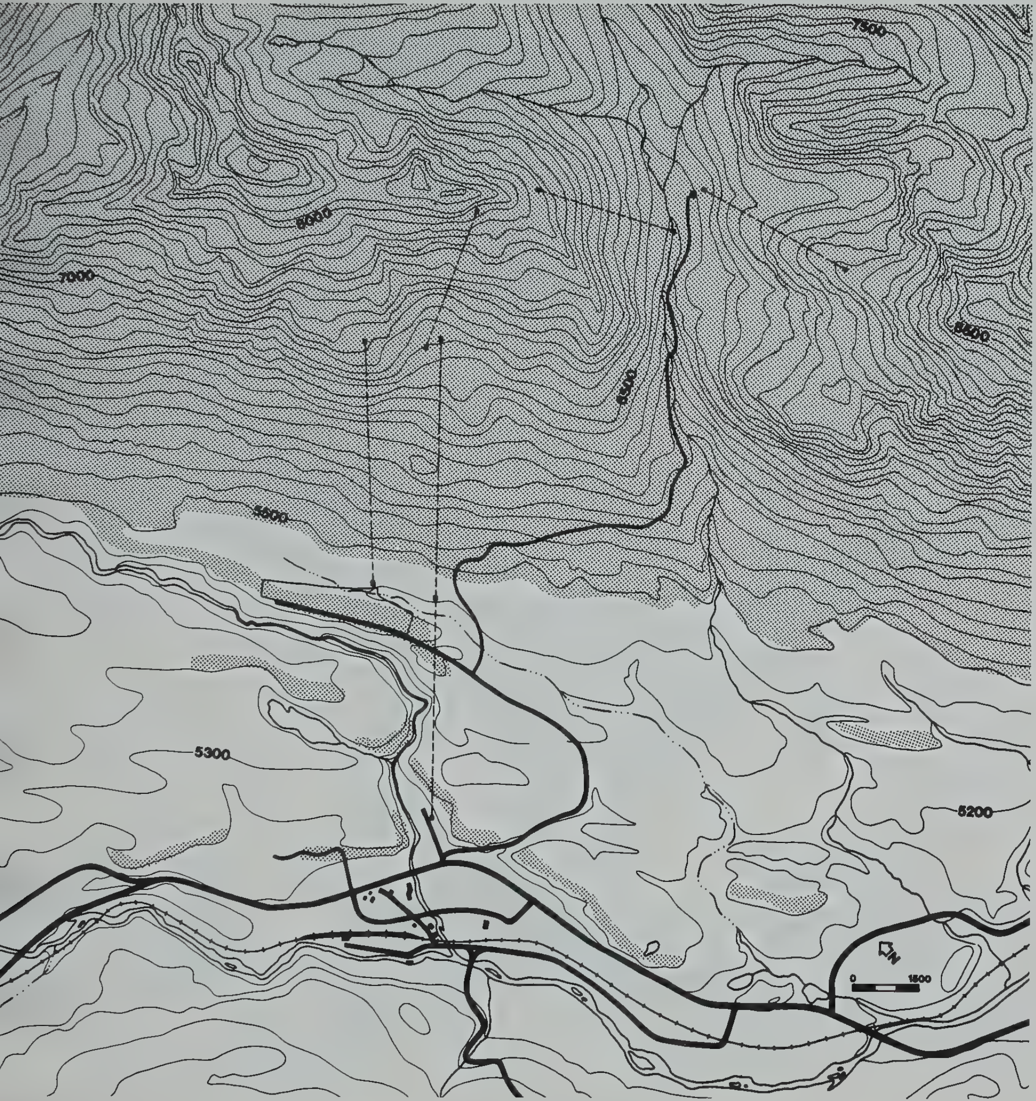
1. a vehicle service centre, closely related to the Trans-Canada:
    a gasoline sales and car service
    b trailer drop-off and parking
    c small shopping area with coffee shops
    d government maintenance compound
    e tourist information and Parks administration
2. accommodation for Park visitors and staff:
    a major hotel
    b ski lodges and motels
    c dormitories, apartments and family units for staff and residents
3. commercial and cultural facilities:
    a dining and entertainment
    b shopping
    c service facilities
4. recreational facilities:
    a ski lifts and runs
    b ice skating
    c riding stables
    d swimming
    e walking trails
    f nature interpretation facilities.

VILLAGE SITE SELECTION

METHOD OF ANALYSIS

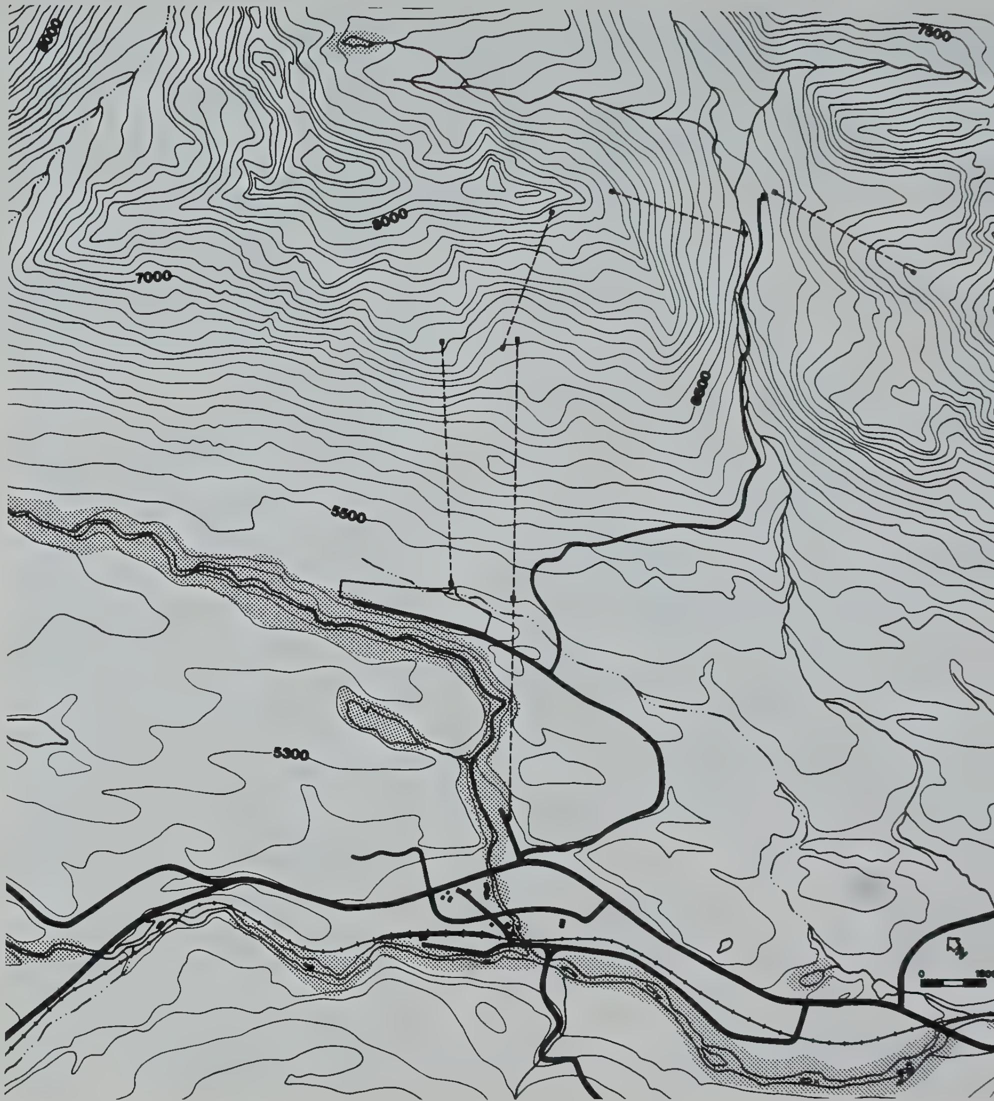
To determine the optimum village site within the broad planning area, relevant criteria were studied and correlated. However, the scale, complexity and amount of information to be applied made it necessary for objective assessment, to use a graphic representation of each characteristic.

Each map indicates in the shaded zones the suitability of that area to one particular criterion. The separate maps are then superimposed in the final maps to create a composite where the darkest sub-areas with the most overlapping tones are the most desirable sites.



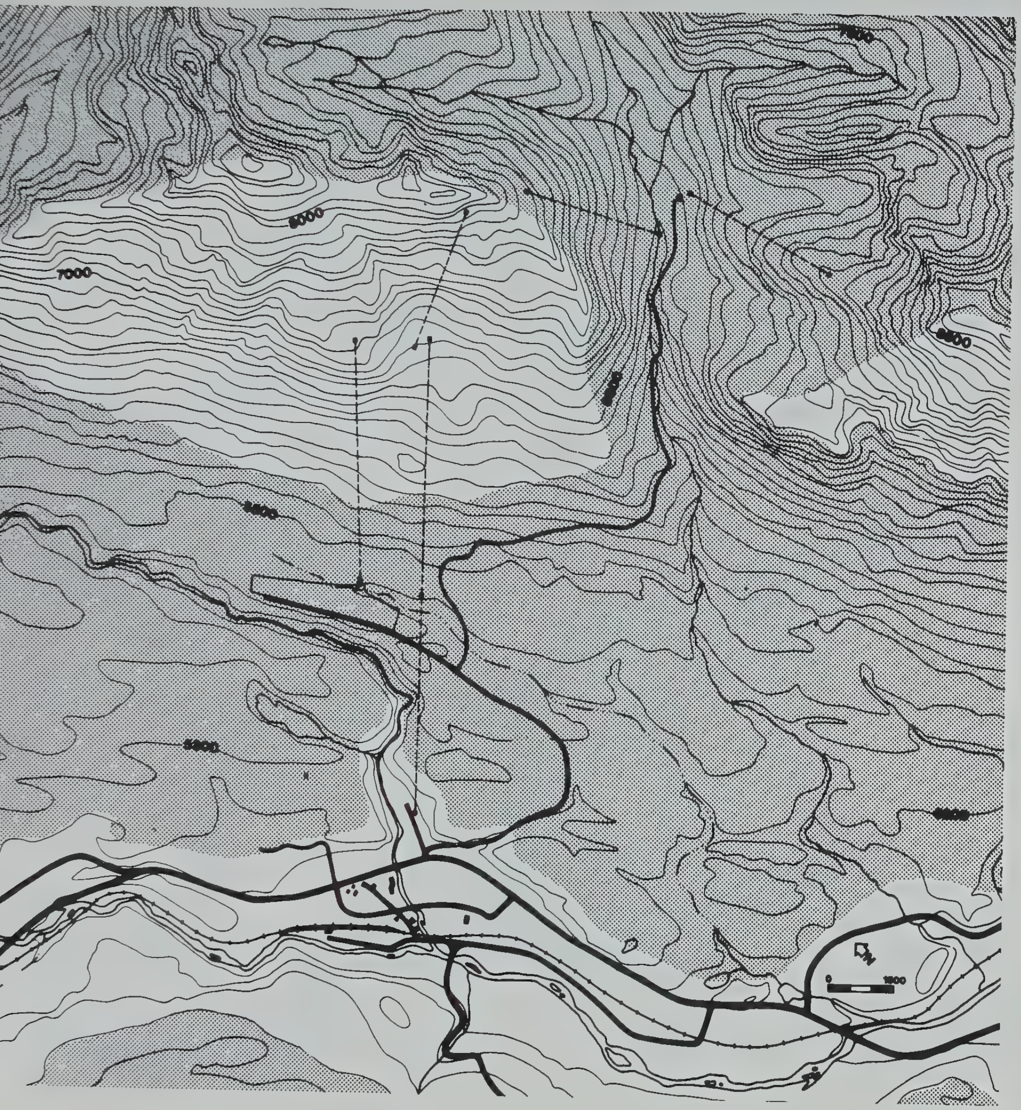
DESIRABLE DISTANT VIEWS

The tone indicates areas having especially good views of distant scenery.



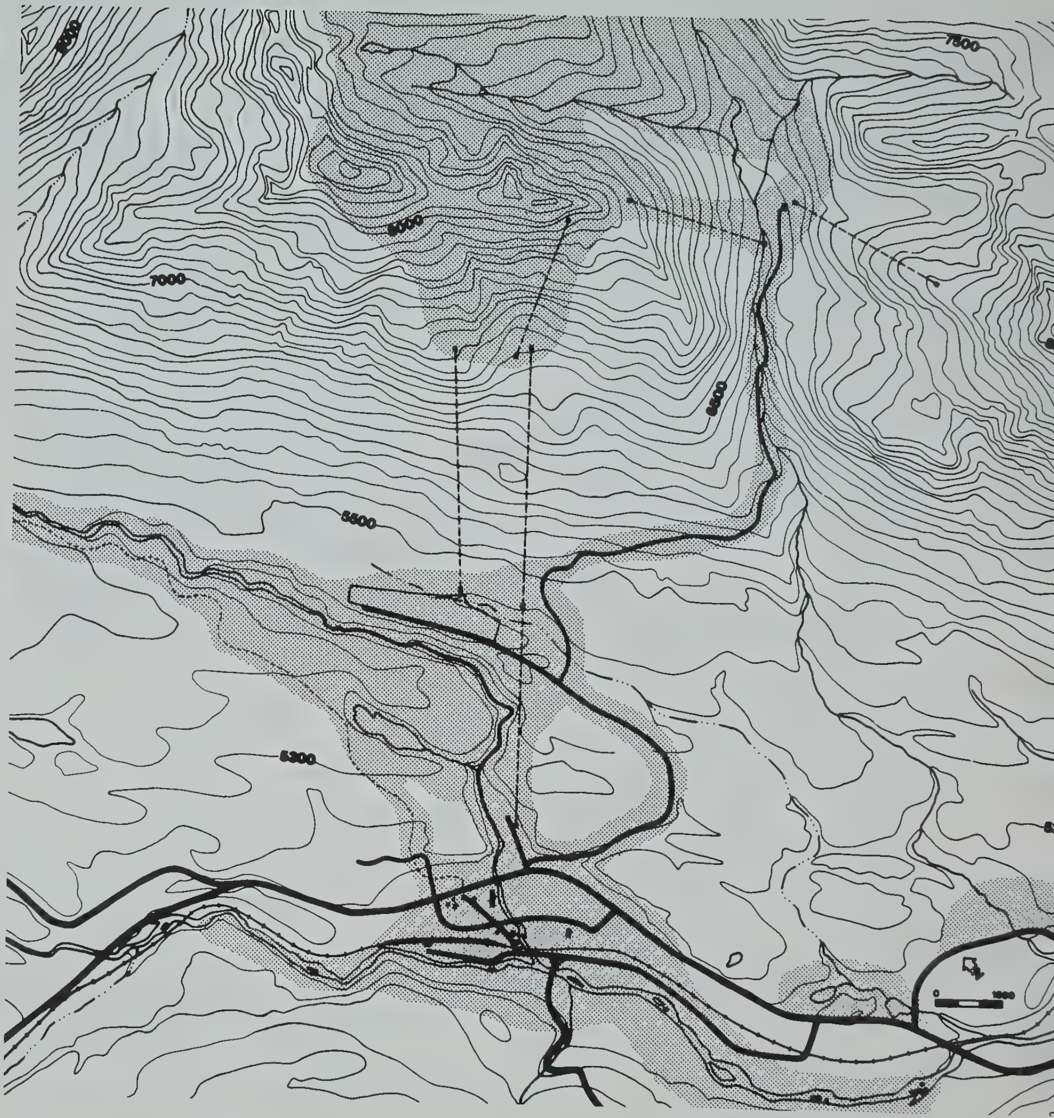
DESIRABLE NEAR VIEWS

Areas possessing interesting small scale scenery nearby are shaded.



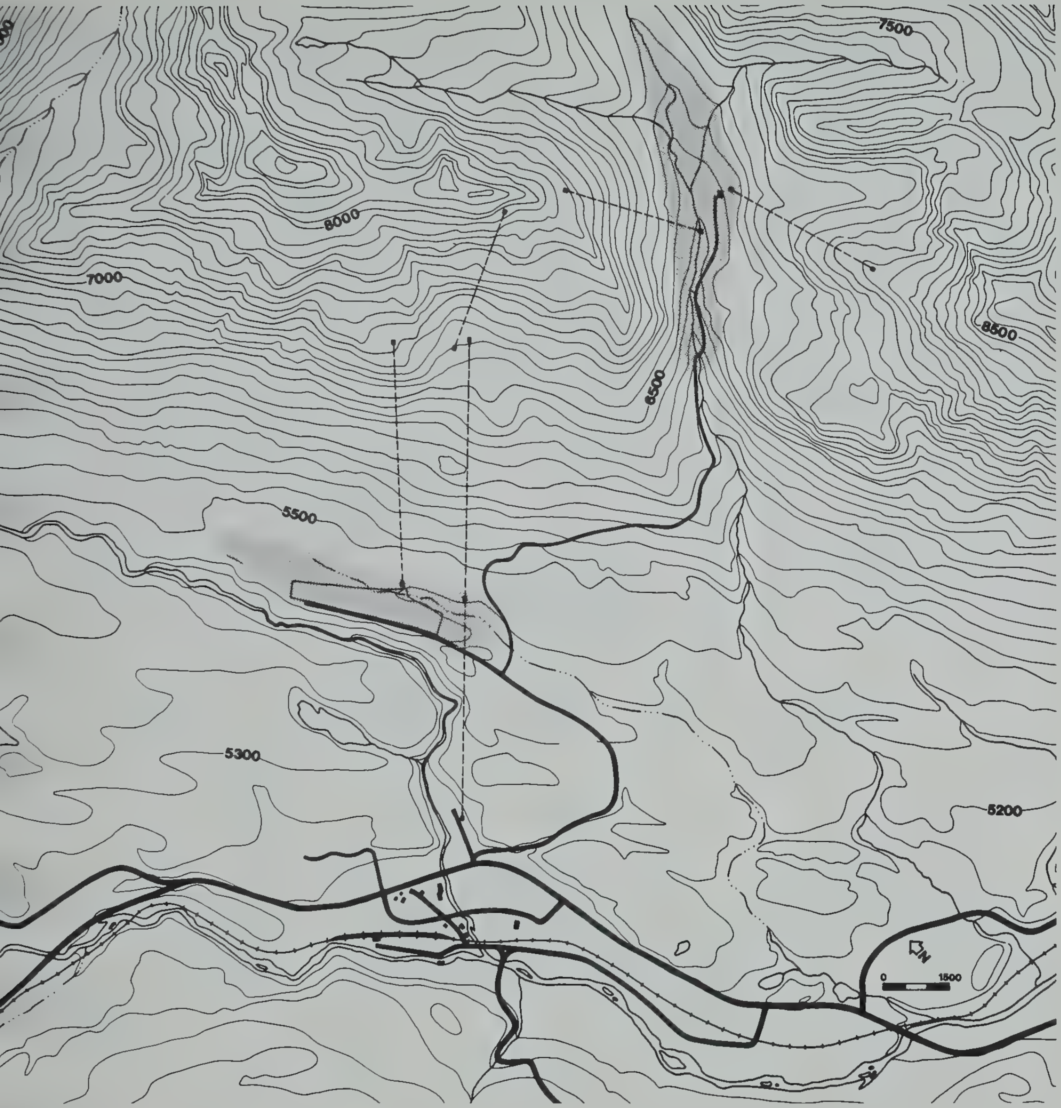
VISIBILITY FROM HIGHWAY

Parts of the site area not visible from the Trans-Canada or Banff-Jasper Highways are shown.



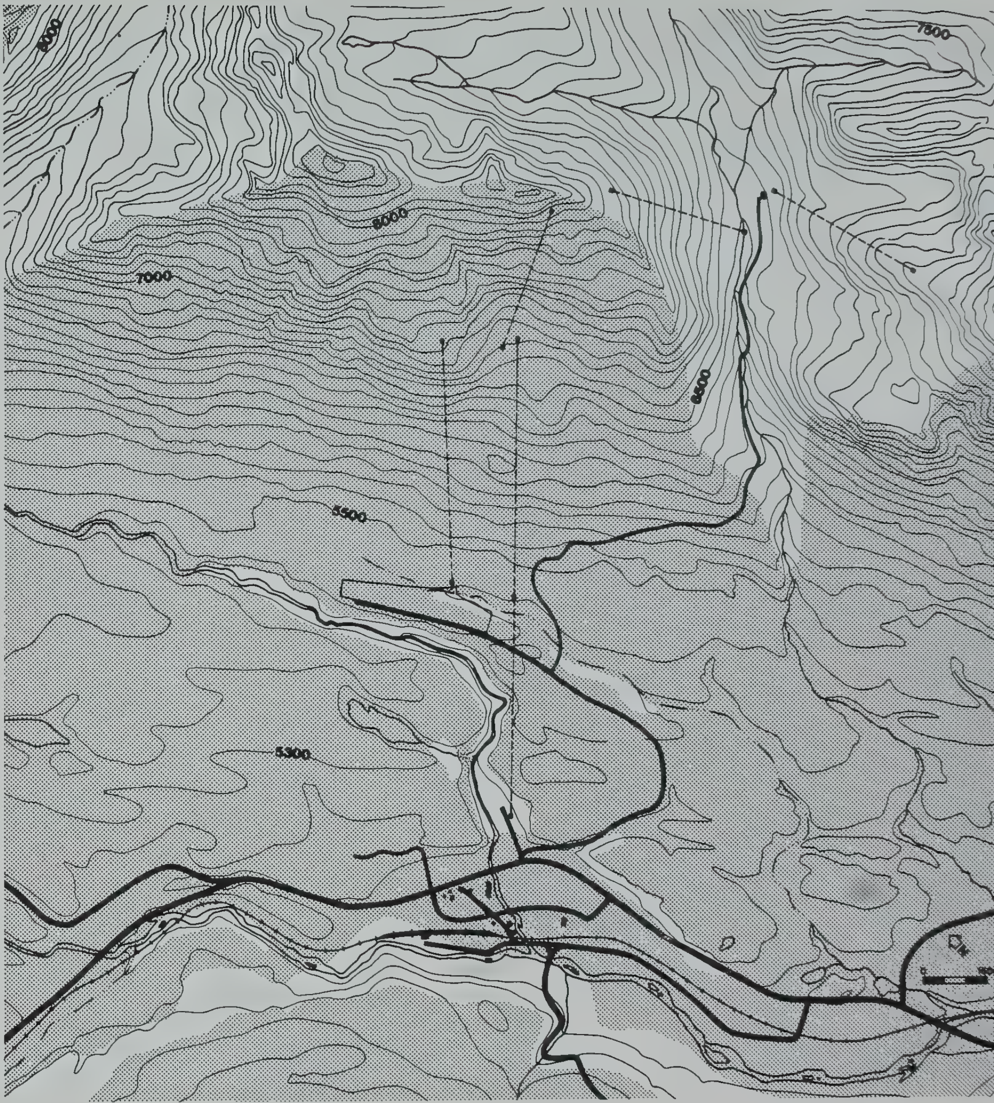
ACCESS TO SUMMER RECREATION AREAS

Areas adjacent to potential summer recreation site are indicated by tone.



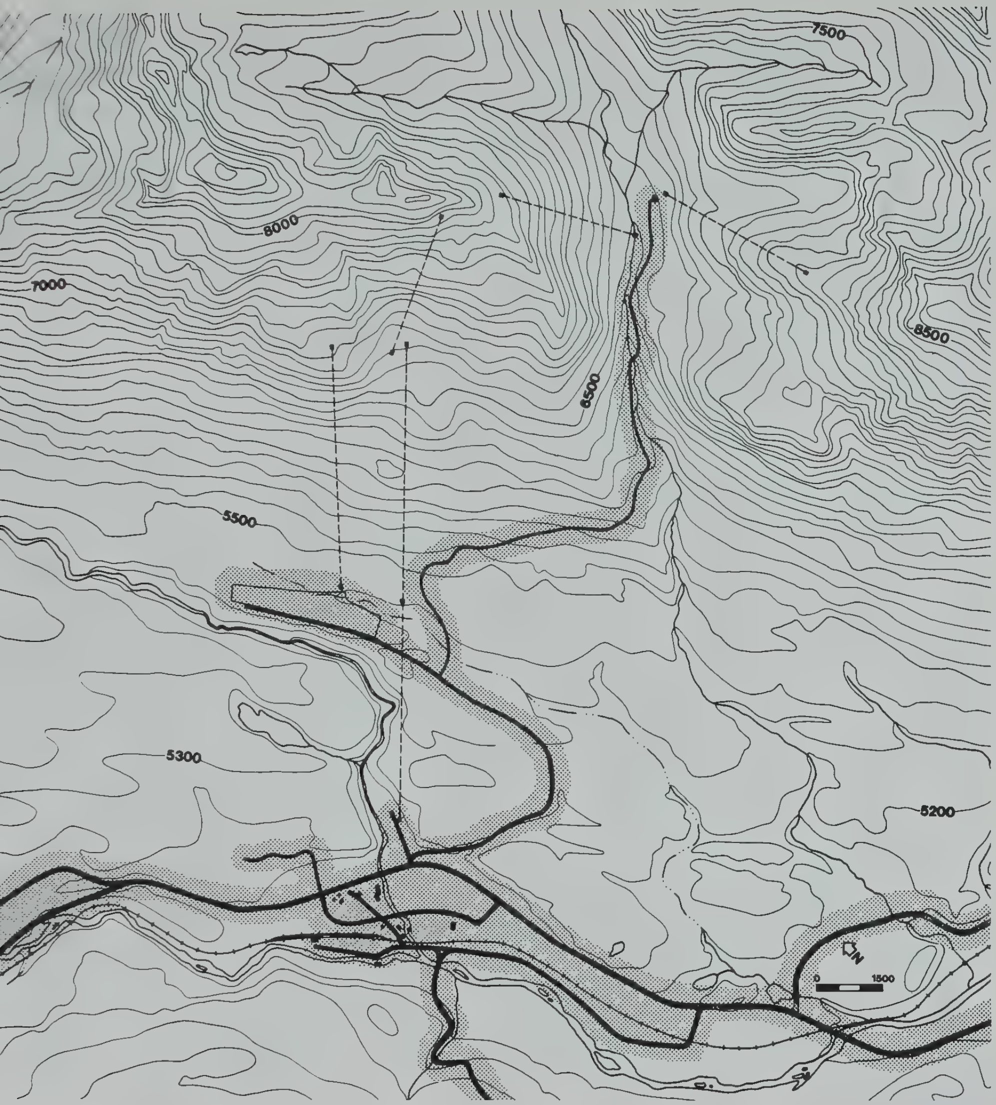
PROXIMITY TO UNDEVELOPED AREAS OF HIGH SKI POTENTIAL

Areas near the probable bases of future lifts and runs are shown.



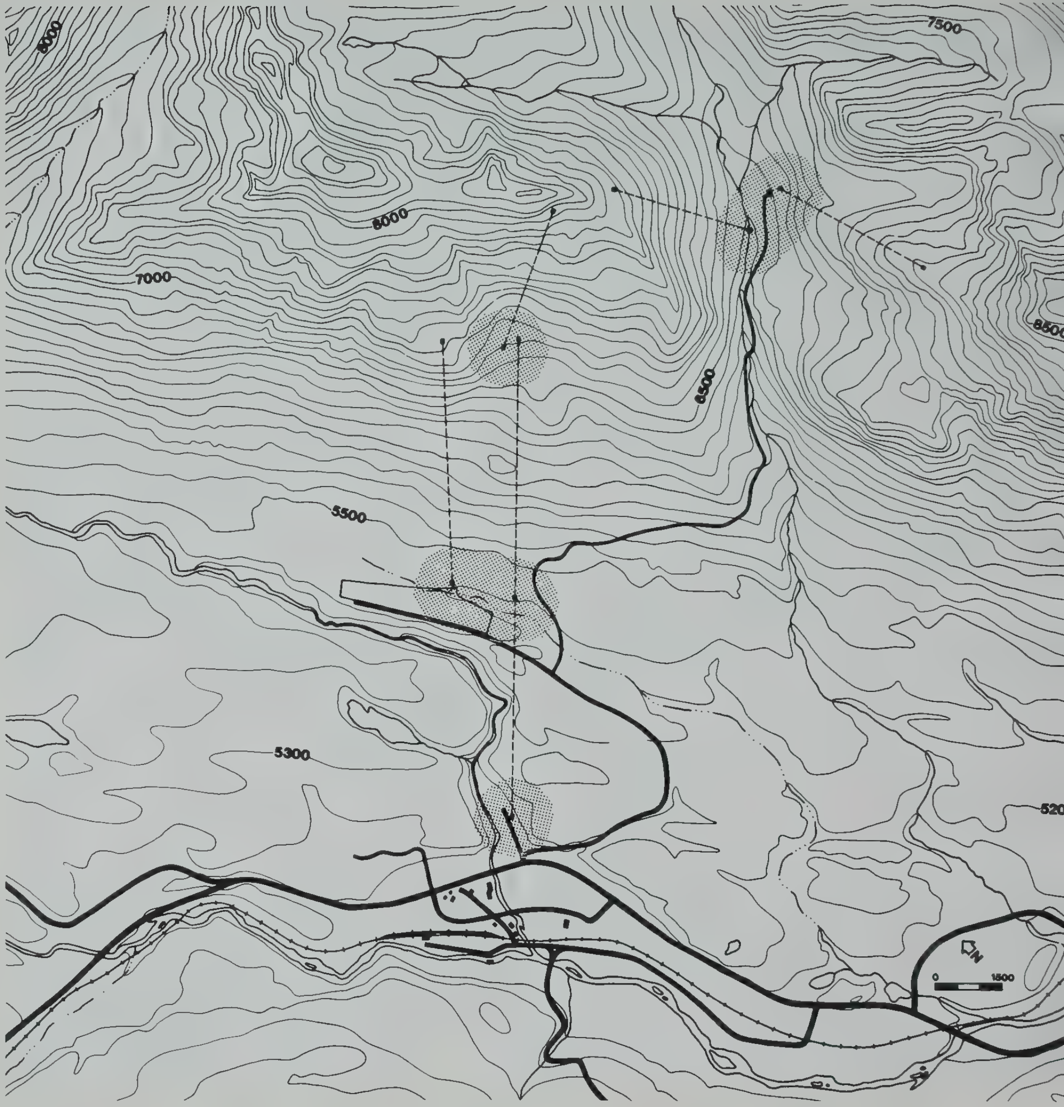
AREAS IN SHADE—WINTER A.M. OR P.M.

Note the areas in shade at these times (for more than 2 hours) are shown clear and areas in sun are shown shaded.



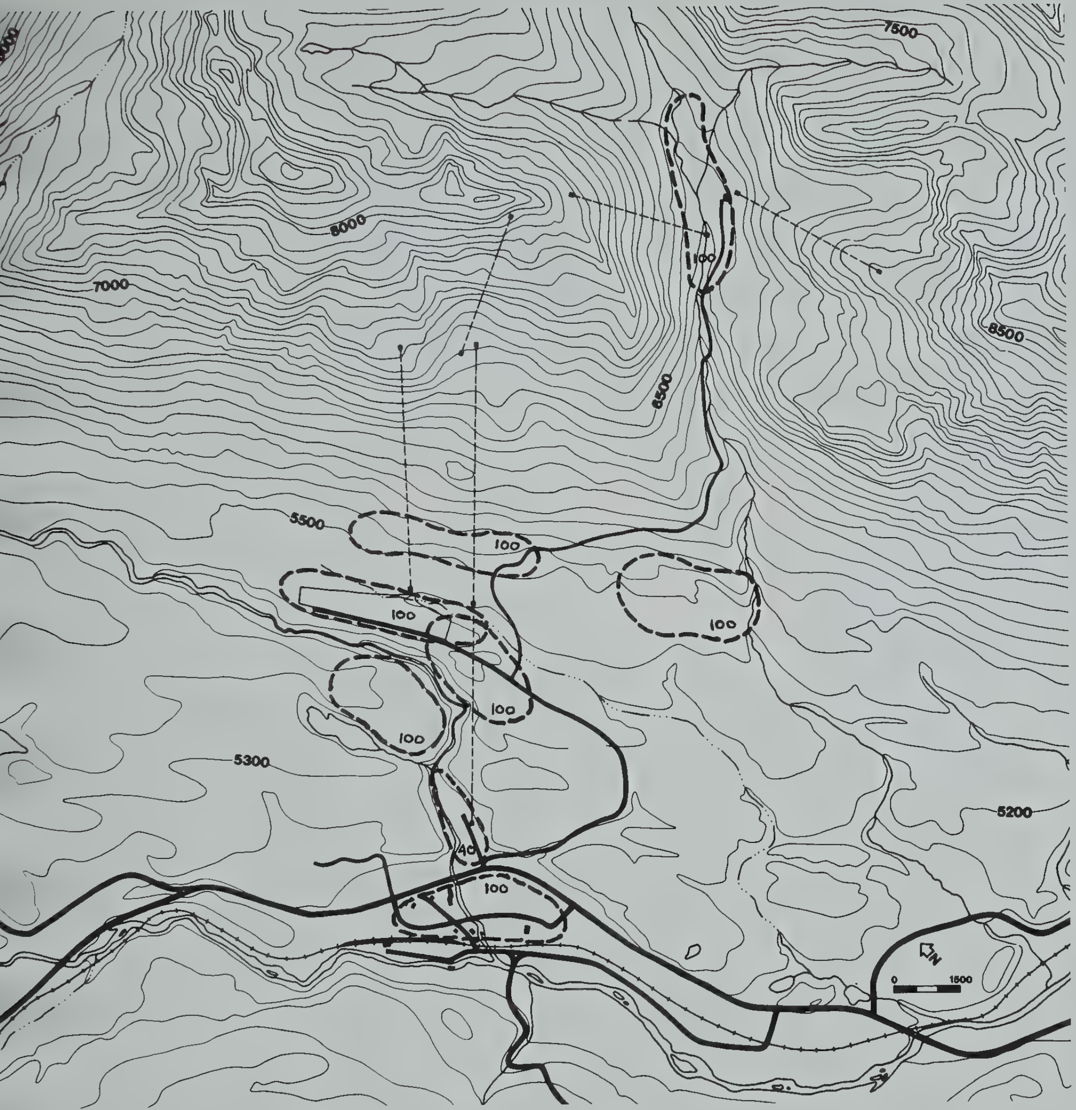
PROXIMITY TO HIGHWAY AND EXISTING LOCAL ACCESS ROADS

Sections within a standard distance from usable roads are shown.



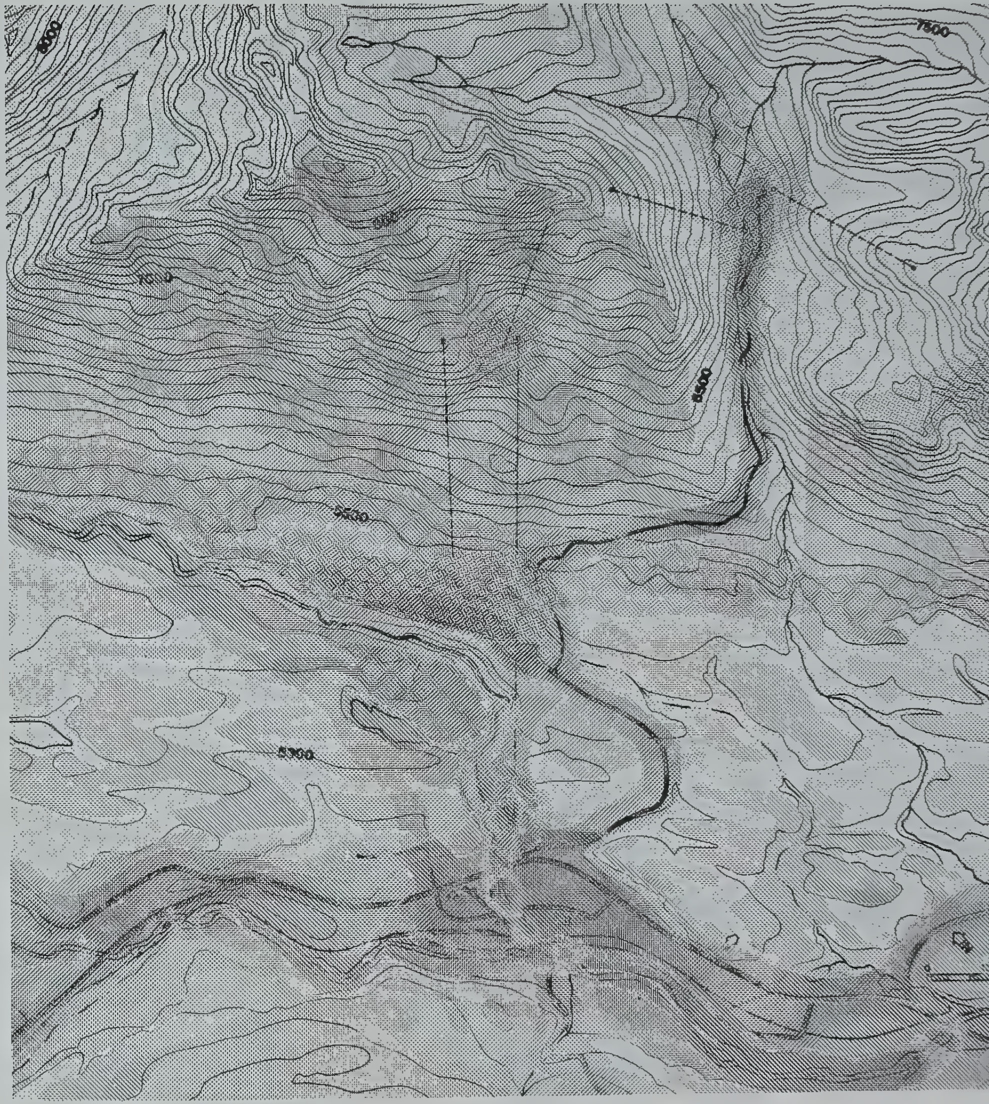
ACCESS TO EXISTING SKI RUNS AND LIFTS

The tone indicates areas within a standard radius of existing lift terminals (and a proposed mid-way station on the Gondola).



POSSIBLE VILLAGE SITES (WITH ACREAGES)

This map enables the relative area of a potential village site to be judged.



COMPOSITE

All other maps are combined.

CONCLUSIONS

From the composite, the sub-areas of darkest tone are seen to be:

A. The vicinity of Mount Temple Chalet

B. A strip along the north side of the Pipestone Canyon

C. The Pipestone delta north of the Trans-Canada Highway.

The first of these areas is considered too far into the undeveloped area of the Park to be suitable for a village site. The third is too small, at about 40 acres, for village of the size proposed.

The second satisfies all the important criteria without presenting any serious difficulties. Subsequent field examinations of this site confirm its suitability, in that area is presently developed as a low grade parking facility complete with road access. The development of a village site here would be eminently desirable, since a useful but unsightly parking lot could, with careful development, be made into an asset.

With the location of the new facility on the terrace above the Pipestone, the existing village in the valley would be retained as the service centre for vehicles and transient visitors. As it lies at the intersection of the roads to Lake Louise, to the upper town and Highway IA, through traffic and service functions can be handled efficiently and need not involve the resort village above on the slopes. Many people passing through the Park may prefer to stop overnight at motels here near the highway.

The valley village and the upper village will be developed in simultaneous phases to provide a full range of services.

DEVELOPMENT PLAN — LOWER VILLAGE

PROGRAM

The lower village will provide essential highway services (gas and auto repairs, dining, picnicking, domestic supplies, tourist information) and accommodation for 1,000 beds, in addition to existing facilities. In terms of housing units, about 500 visitor and 500 staff beds would be provided by the company. This accommodation would provide a reserve for the upper village in overflow periods. The Parks maintenance compound, administrative offices and tourist information centre would also be located in the valley. The existing accommodation and facilities in the valley floor village are listed on page six.

OBJECTIVES

The primary objectives of the lower village development plan are:

A. Restoration of the park atmosphere.

B. Well defined limits of development.

C. Good vehicular access to and from Lake Louise and the proposed Upper Village.

D. Separation of service facilities and residential areas.

E. Clarification of the internal circulation system for vehicles.

F. Maximum possible utilization of existing roads and services.

G. Preservation of the Pipestone River banks for walking and picnicking.

EXISTING DEVELOPMENTS

The existing settlement on the valley floor is hampered by a number of traffic problems and questionable uses of land. These include:

A. A confusing internal vehicle circulation system

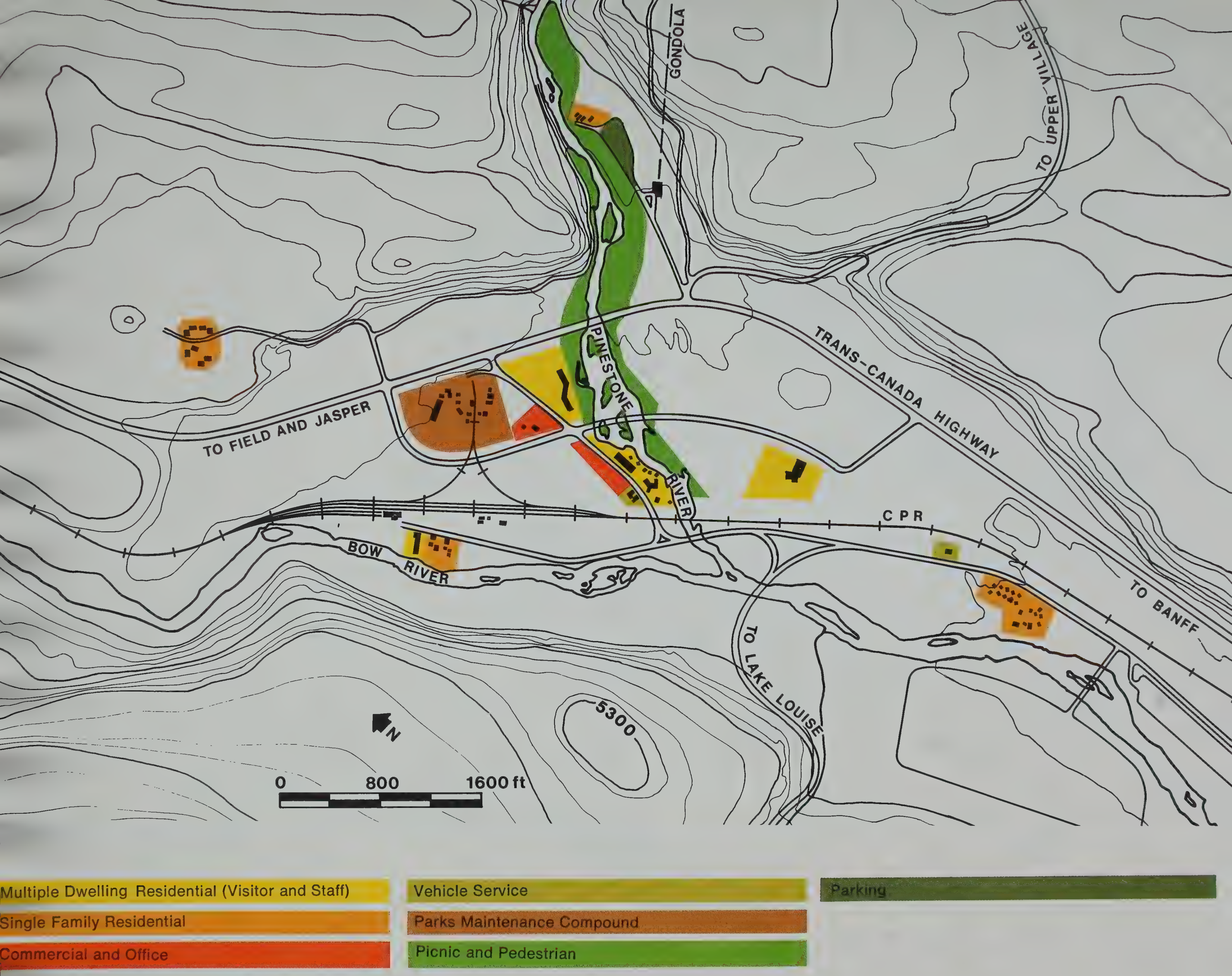
B. Small building groups beginning to spread over the valley and the terrace, alienating more areas of natural Park landscape than necessary

C. A railroad wye entering the village and using land more valuable for town development

D. A grade crossing of the C.P.R. tracks with the road to Lake Louise

E. Lack of a clear pattern of land use for future growth.

The plan for development presented on the following pages attempts to resolve these problems and provide for the proposed 4-lane Trans-Canada Highway and its higher traffic loads.


GONDOLA
TO UPPER VILLAGE
PINESTONE RIVER
TRANS-CANADA HIGHWAY
TO FIELD AND JASPER
CPR
BOW RIVER
TO BANFF
TO LAKE LOUISE
5300
N
0
800
1600 ft
Multiple Dwelling Residential (Visitor and Staff)
Single Family Residential
Commercial and Office
Vehicle Service
Parks Maintenance Compound
Picnic and Pedestrian
Parking

DEVELOPMENT PLAN

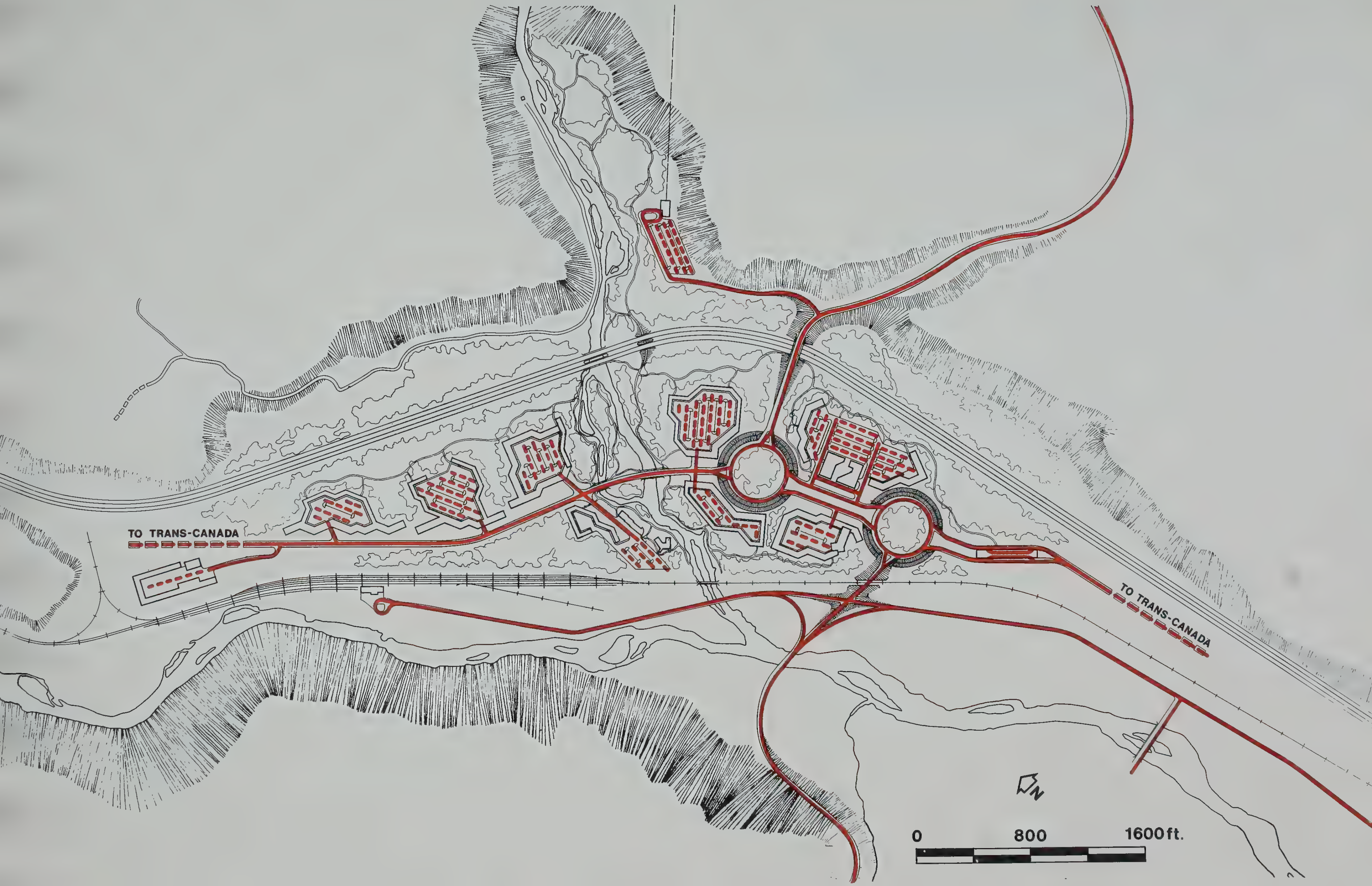
A. VEHICULAR MOVEMENT SYSTEM

A central spinal road, utilizing most of the existing street, is connected at both ends to the future four-lane Trans-Canada Highway. The two major intersections on this central road, for access to the Upper Village and to Lake Louise, are traffic circles of approximately 400' diameter.

The Upper Village road crosses the Trans-Canada by an overpass, and the Lake Louise road goes under the C.P.R. tracks.

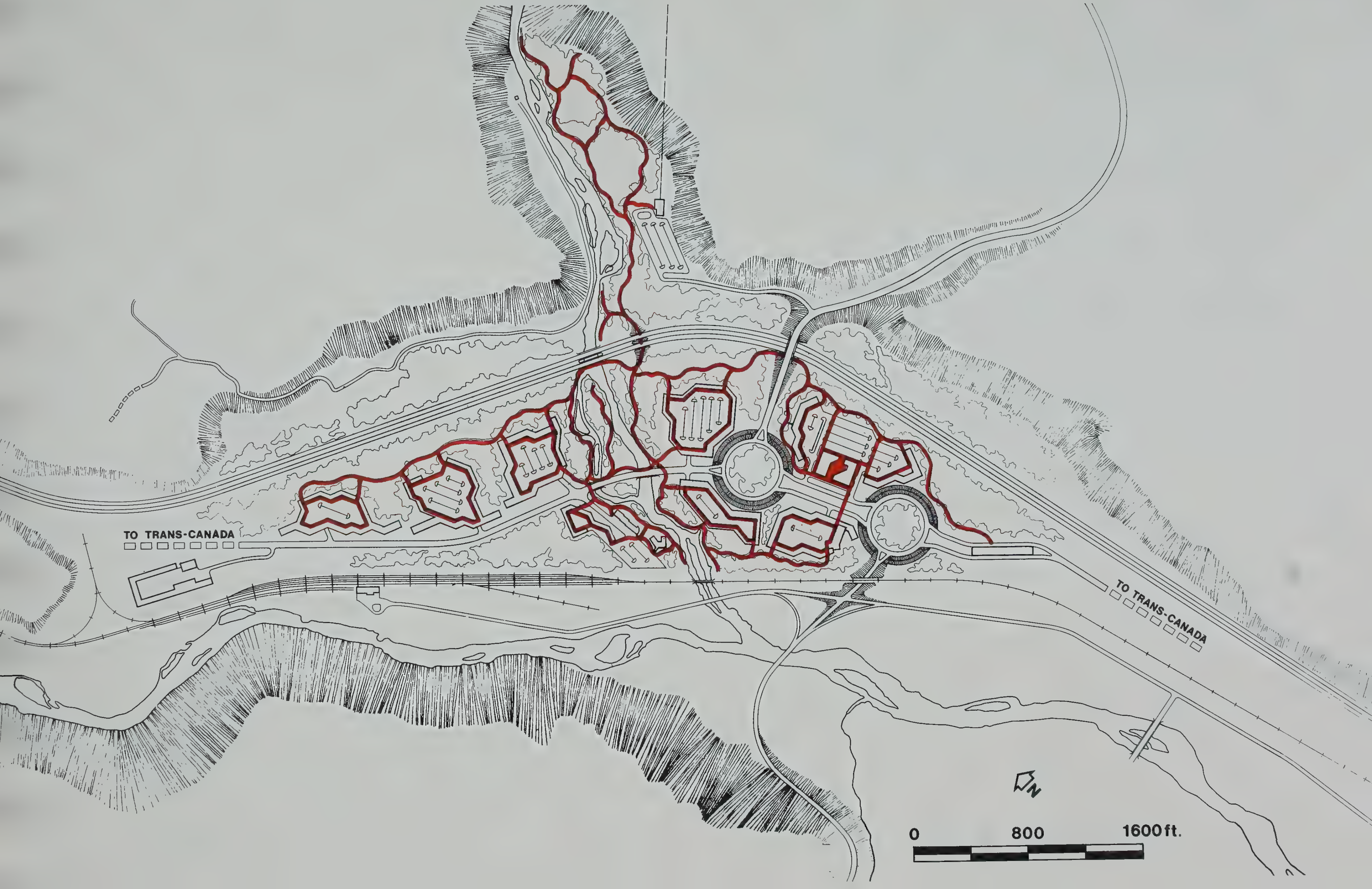
Access to the commercial centre is from the boulevard between the traffic circles. The auto service area lies in an extension of the boulevard and can be entered from either direction.

Parking courts for the motor hotels are enclosed by buildings, and are entered by passing under or through the side facing the central road.


TO TRANS-CANADA
TO TRANS-CANADA
N
0
800
1600 ft.

B. PEDESTRIAN CIRCULATION

Walkways within each of the motel courts are linked to trails which lead to the picnic and walking area along the Pipestone. A pedestrian underpass allows access to the river banks and picnic grounds north of the Trans-Canada Highway.


TO TRANS-CANADA
TO TRANS-CANADA
N
0
800
1600 ft.

C. BUILT FORM

Motor hotels, auto service areas and commercial and recreational facilities are located on the map at right.

Motor hotels planned to enclose parking in internal courts will eliminate vistas of parked cars along the frontage road, and create a nearly continuous street frontage of buildings. Hotel offices should be located at the auto entrance for control. Staff should be housed within the hotel itself.

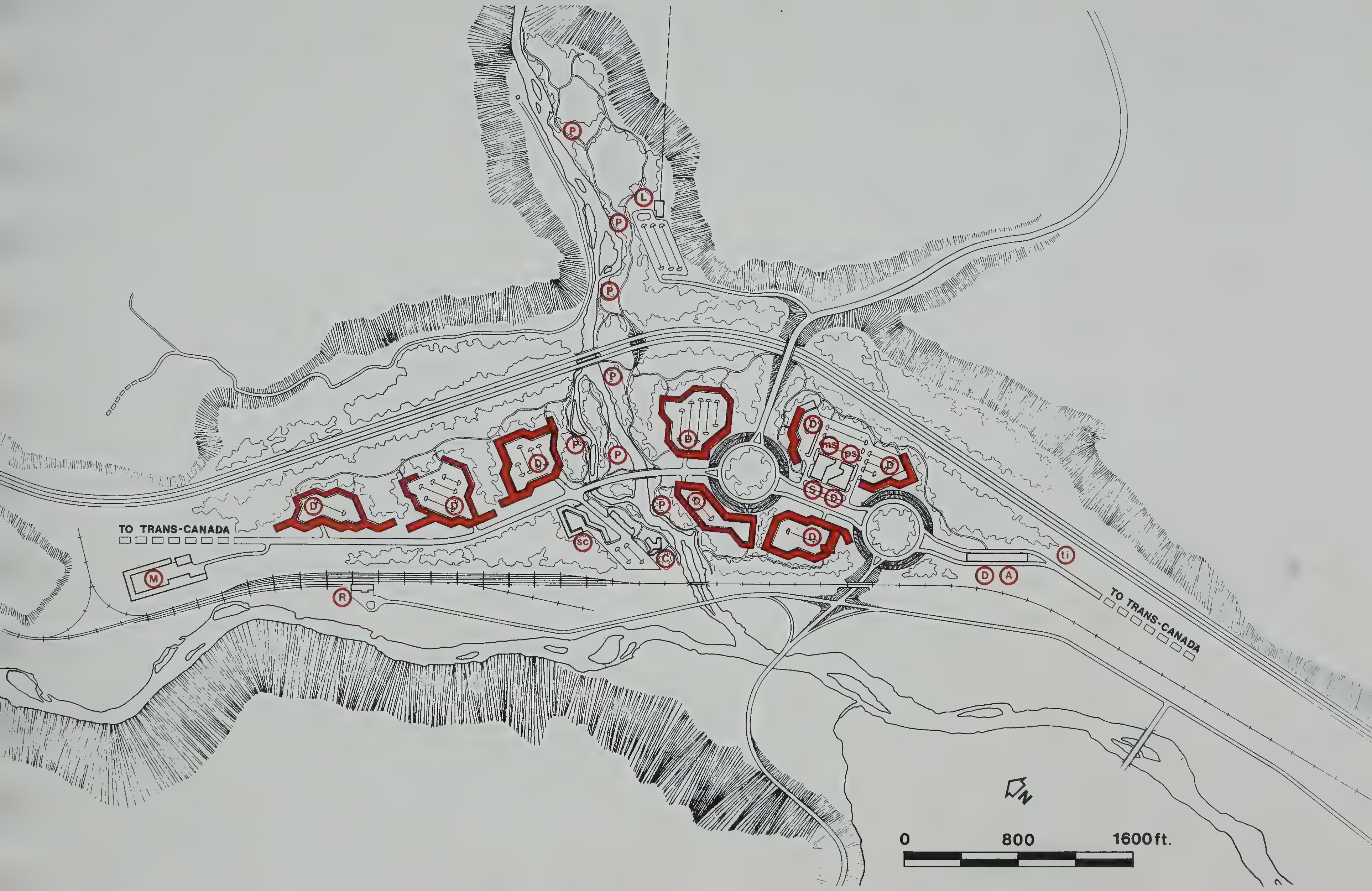
Commercial and retail facilities are grouped in a centre between the two traffic circle intersections.

An auto service area, with restaurants, lies in the centre of a boulevard at the east entrance to the village.

The maintenance compound is relocated to the west.

Building heights in the Lower Village should not exceed the average height of existing groups of trees on the valley floor.

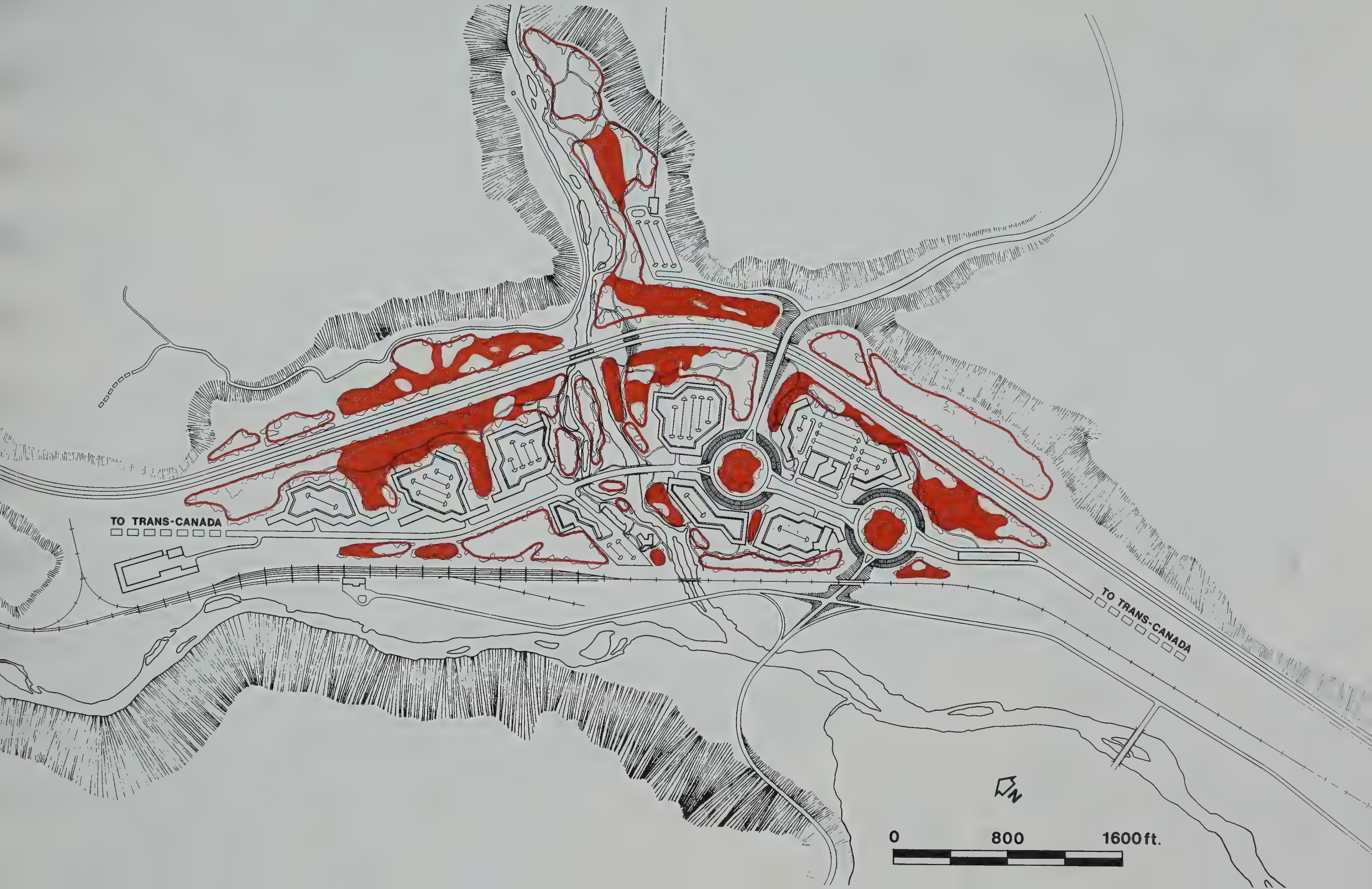
A	Automobile service
C	Chapel
D	Dining
L	Lift terminal
M	Maintenance compound
ms	Municipal services
P	Picnic grounds
ps	Personal services
R	Railroad station
S	Shops
sc	School (Elementary)
ti	Tourist Information


P
L
P
P
P
P
P
D
D
D
D
D
ms
ps
D
S
D
D
D
P
sc
C
TO TRANS-CANADA
M
R
ti
D
A
TO TRANS-CANADA
N
0
800
1600 ft.

D. LANDSCAPE

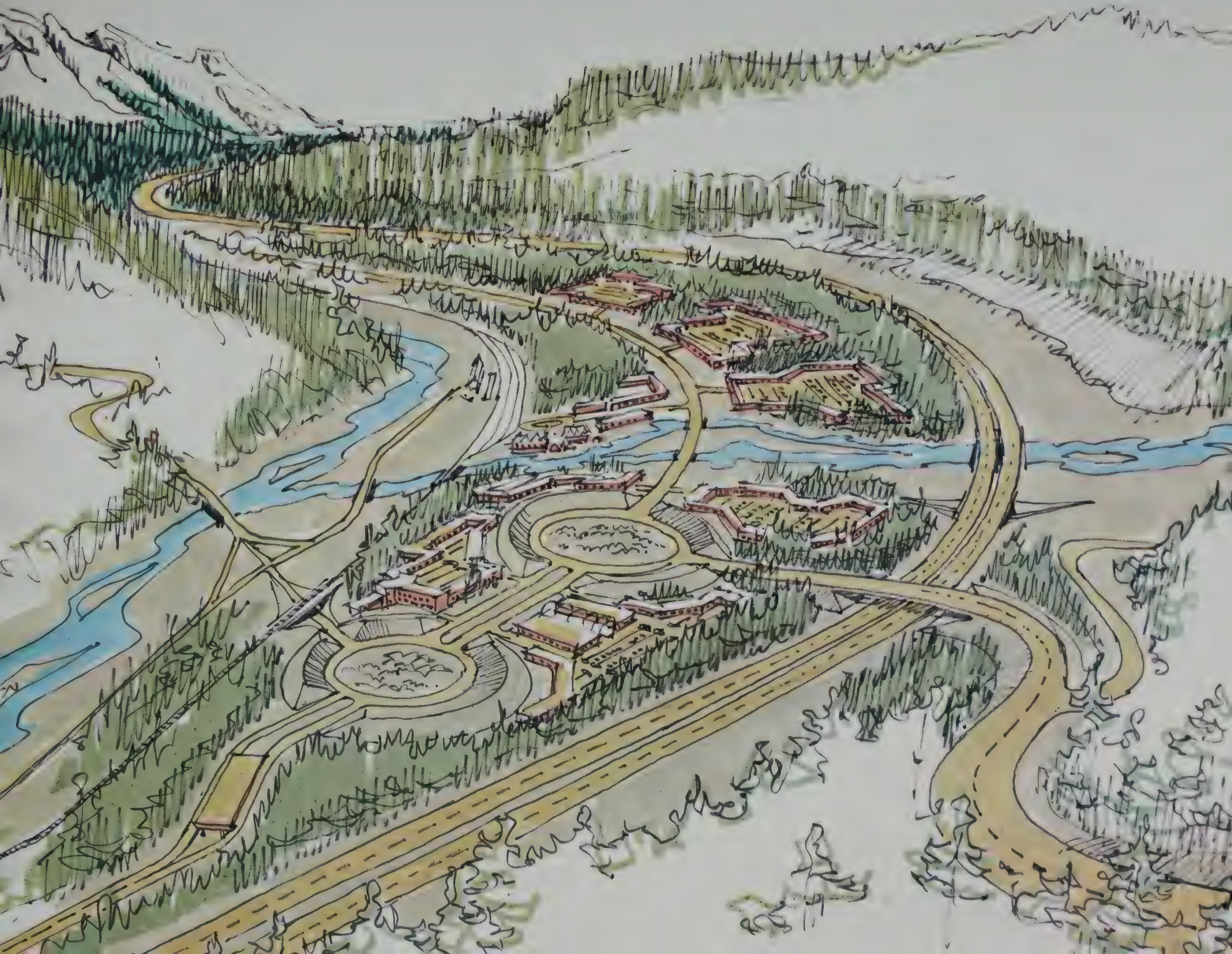
Buffer zones of trees are created between the motor hotels and the highway or railroad, and between the hotels themselves. Proposed forested zones are outlined, and existing cleared areas within them which require replanting are indicated by tone.

Raised, landscaped earth berms around the traffic circles emphasize their importance as arrival points and distributors.


TO TRANS-CANADA
TO TRANS-CANADA
N
0
800
1600 ft.

E. CHARACTER

Although the lower village is primarily a service centre, the low density of development and the forested areas for walking and picnicking make it a pleasant and refreshing stop for highway travellers. Surrounding belts of trees screen the centre from people on the highway viewing the bold scenery across the Bow River.



F. EXPANSION AND PHASING

VISITORS' SERVICE CENTRE—PHASE I

The Trans-Canada Highway in this section is presently two lanes, and probably will remain so during the initial stage of development on the valley floor. A through four-lane frontage road, utilizing most of the existing central street, connects to the Trans-Canada at both ends.

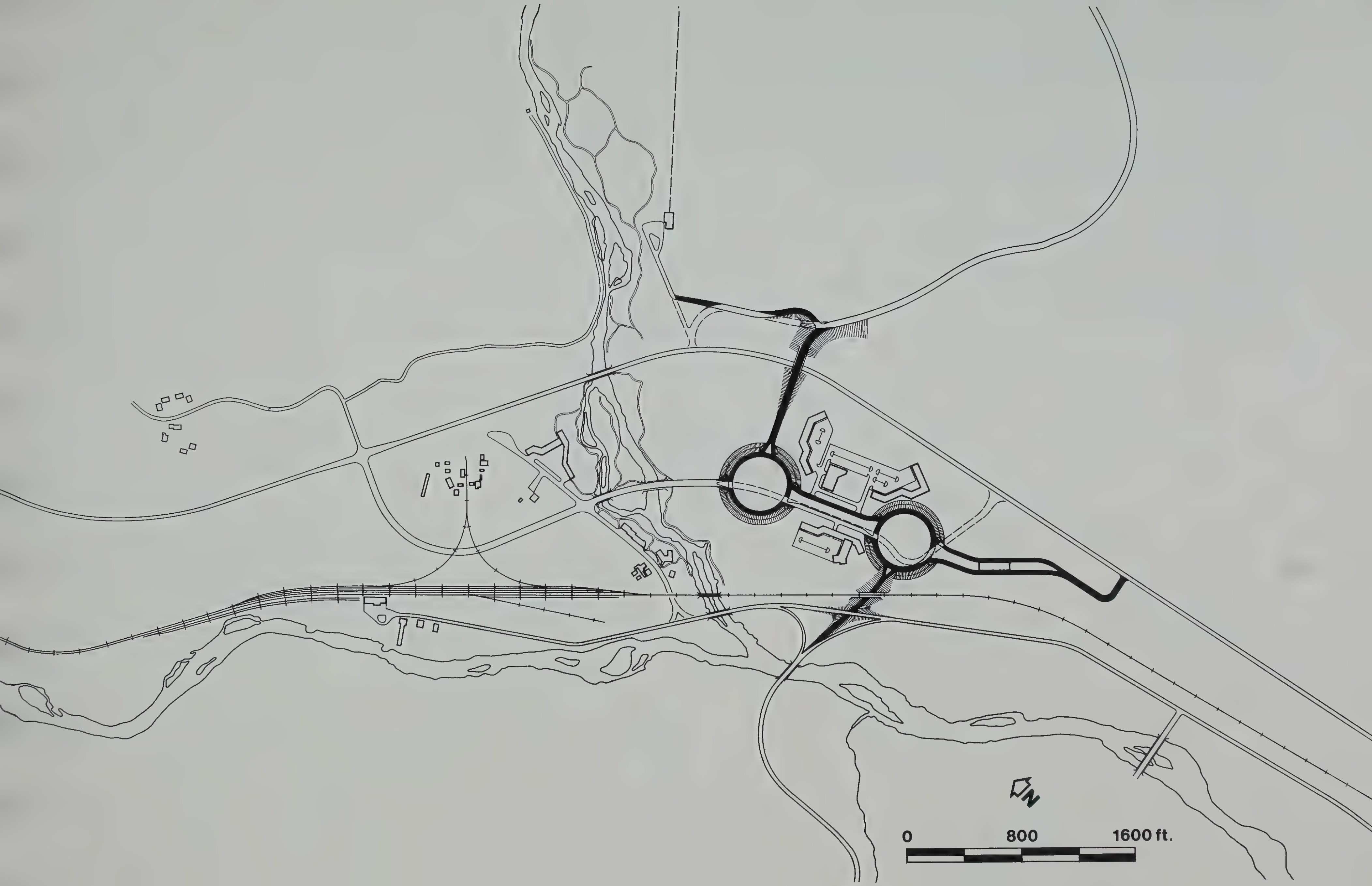
At the west end the existing intersection with the Trans-Canada is retained. At the east end a new temporary connection must be made where the frontage road is extended to enclose the auto service area. Traffic circle intersections are added for the access roads to the Upper Village and Lake Louise. The overpass across the Trans-Canada is built for the Upper Village road, as is the underpass below the C.P.R. tracks for the Lake Louise road.

The new commercial centre is started and a motor hotel or hotels are built in conjunction with it.

The vehicle service area is located in the boulevard to the east of the village.

A building setback line along the south side of the Trans-Canada is introduced to create a buffer zone. The Pipestone banks are developed as a pleasant pedestrian and picnic area with pedestrian underpass access under the Trans-Canada Highway.

═	Existing roads to remain
╌	Existing roads removed
━	New roads added
┼	Railroad
≈	Pedestrian trail


N
0
800
1600 ft.

VISITORS' SERVICE CENTRE—PHASE II

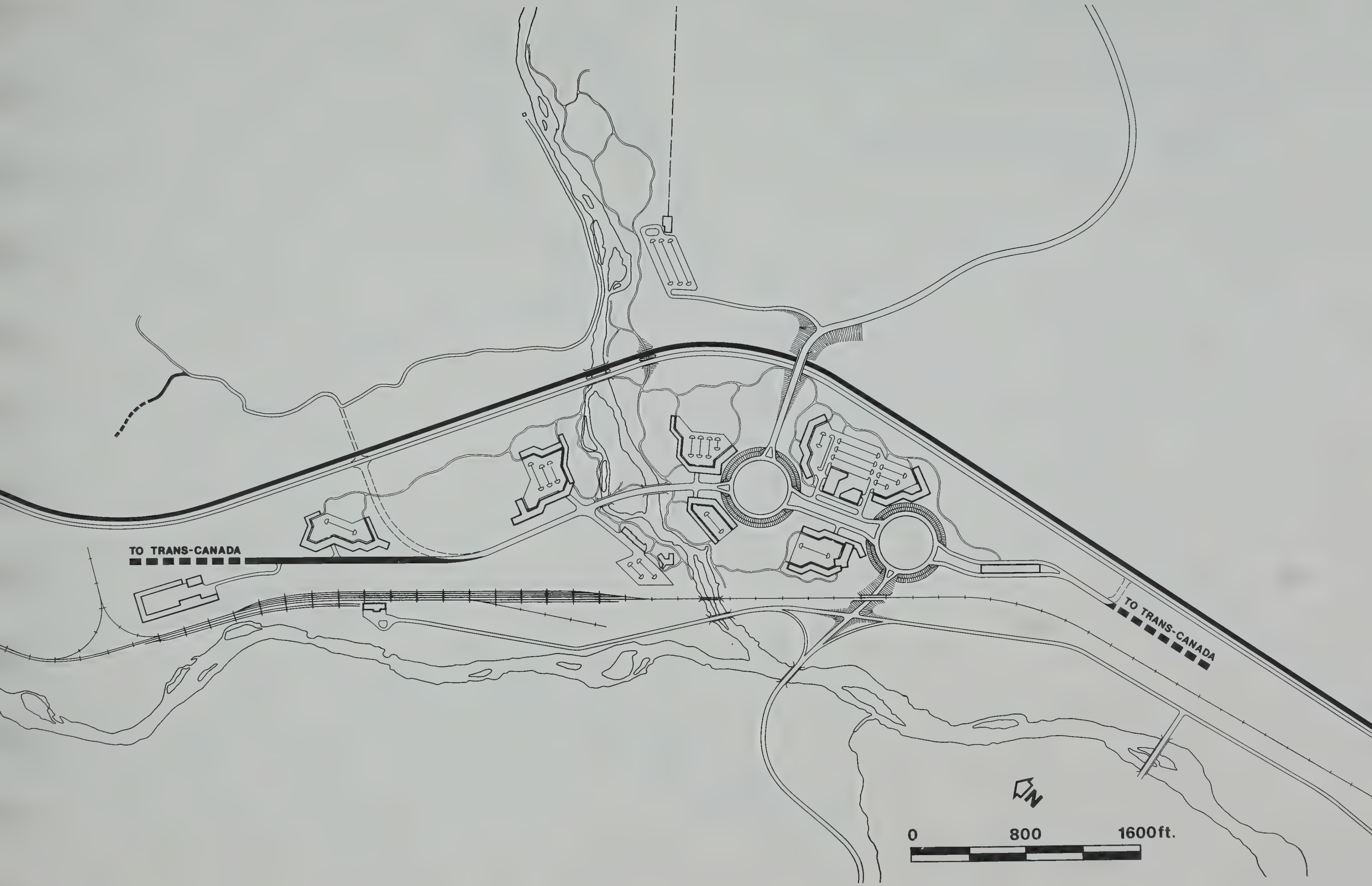
The Trans-Canada Highway is assumed to be twinned into four lanes at this stage and the final connections to it made. The railroad wye is relocated to a point west of the village site.

The commercial centre is expanded, and several new motels, including staff housing, are added in the pattern indicated.

The vehicle service area is enlarged to handle increased highway traffic.

The Parks maintenance compound is relocated to the west of the village.

═══	Existing roads to remain
╍╍╍	Existing roads removed
━━━	New roads added
┼─┼─┼─┼	Railroad
≈≈≈	Pedestrian trail

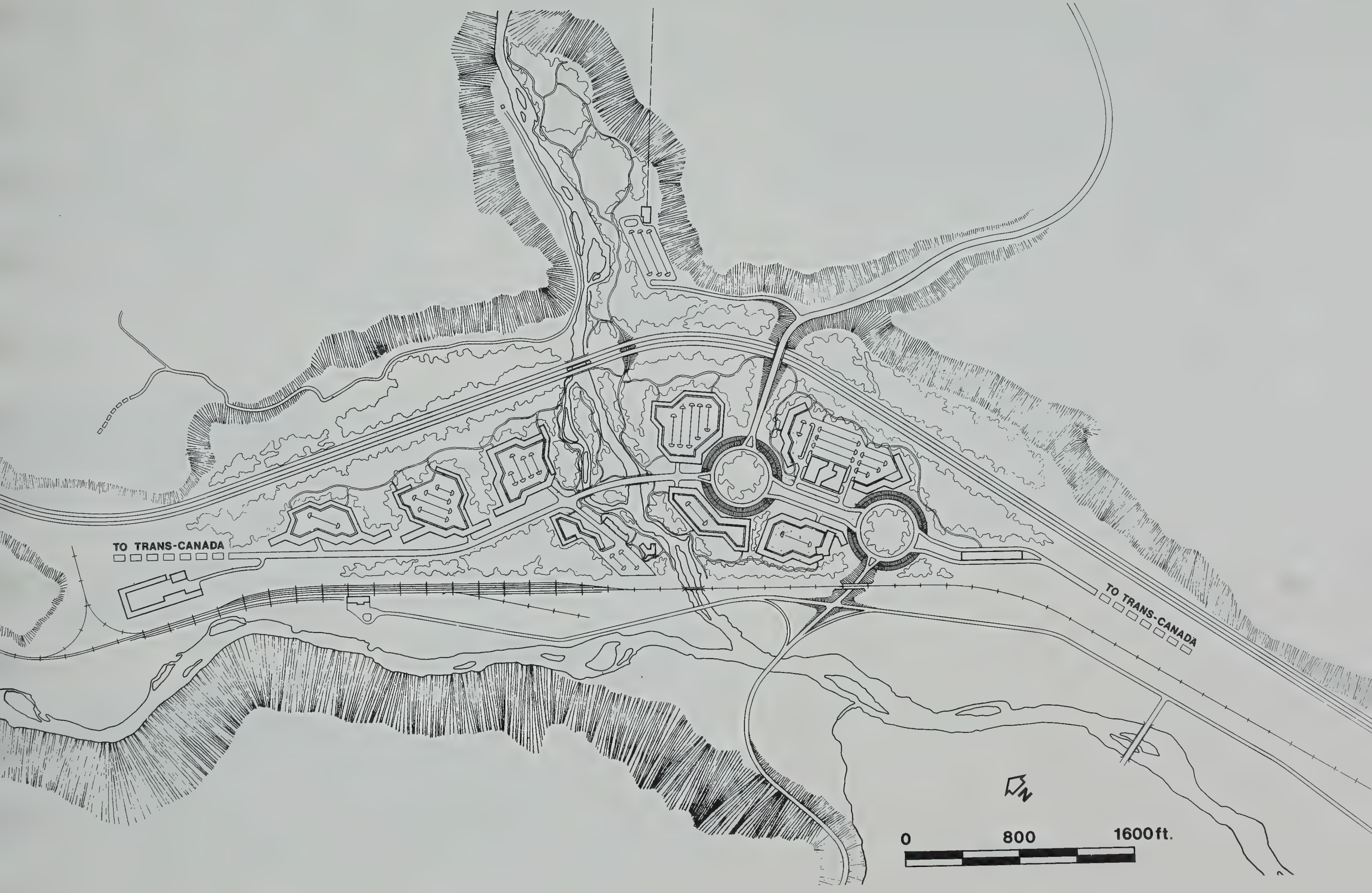

TO TRANS-CANADA
TO TRANS-CANADA
N
0
800
1600ft.

VISITORS' SERVICE CENTRE—PHASE III

The commercial centre is enlarged to its maximum size. Motor hotels are added along the central road and all sites are developed.

The pedestrian trail system is completed, linking all parts of the village with the picnic area along the Pipestone.

═══	Existing roads to remain
╌╌╌	Existing roads removed
━━━	New roads added
┼─┼─┼	Railroad
≈≈≈	Pedestrian trail


TO TRANS-CANADA
TO TRANS-CANADA
N
0
800
1600 ft.

DEVELOPMENT PLAN — UPPER VILLAGE

OBJECTIVES

Primary objectives of the development plan for the Upper Village are:

A. To plan for the accommodation of 3,000 overnight visitors, 2,500 staff employees and dependents, and for 160,000 square feet of related commercial and office space.

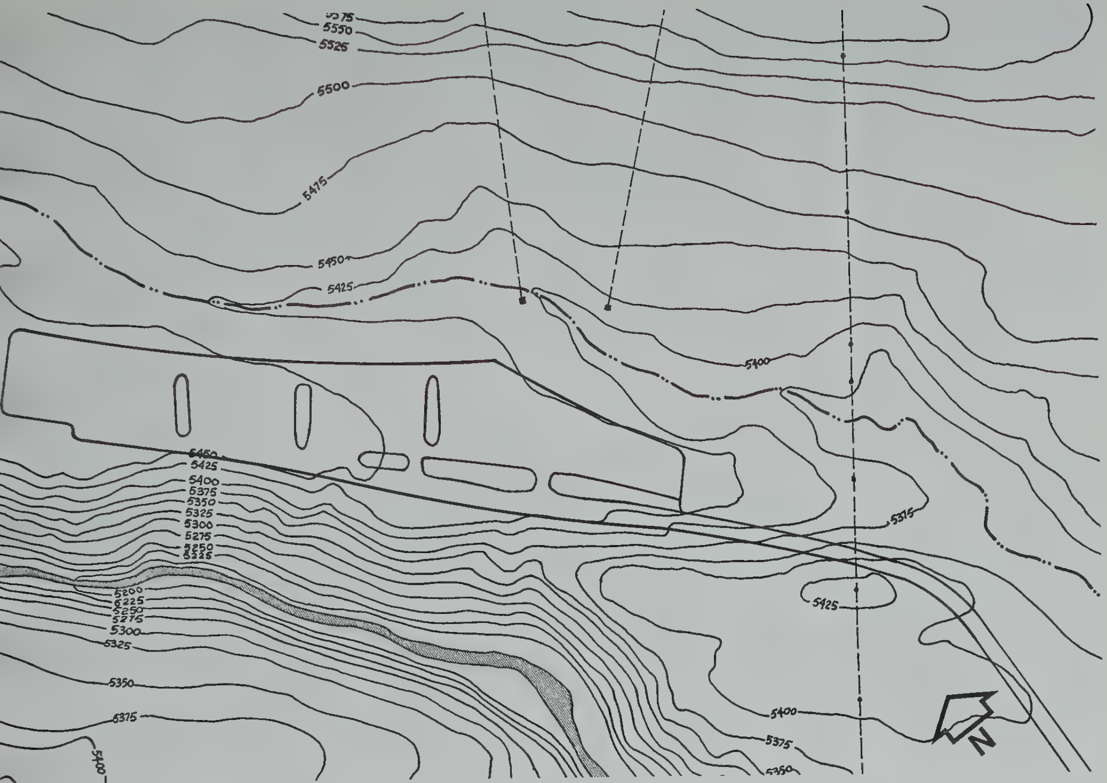
B. To develop a concept for a village within the natural Park environment.

C. To define and locate clear movement patterns within the village for pedestrians, vehicles and services.

D. To locate and define essential site services.

E. To define three-dimensionally the amount and allocation of built space by means of distribution plans, building envelopes, and internal space zoning.

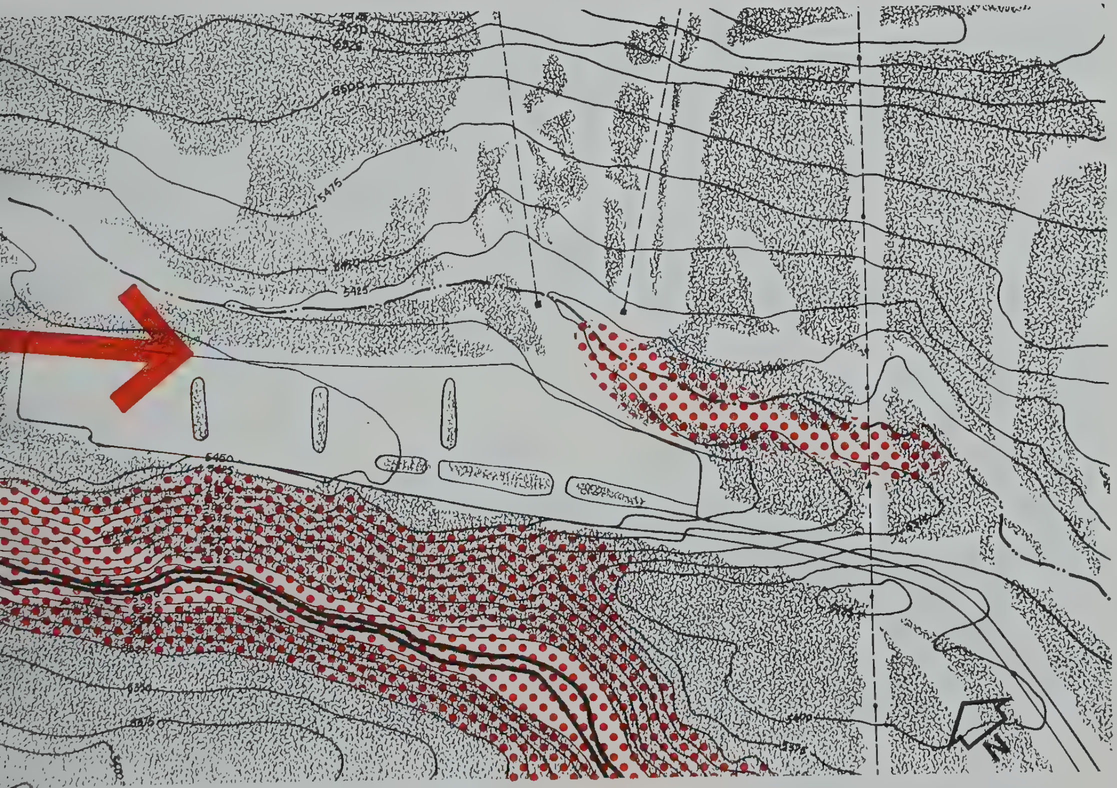
F. To establish criteria for the design of movement systems, built form, and open spaces.



SITE CHARACTERISTICS

A. TOPOGRAPHY

The village site is a shelf lying between the canyon of the Pipestone River and a small parallel drainage channel to the northeast. It is generally flat and slopes down gradually to the south. Northeast of the drainage channel the face of Mount Whitehorn merges with the upper terrace of the Bow Valley.



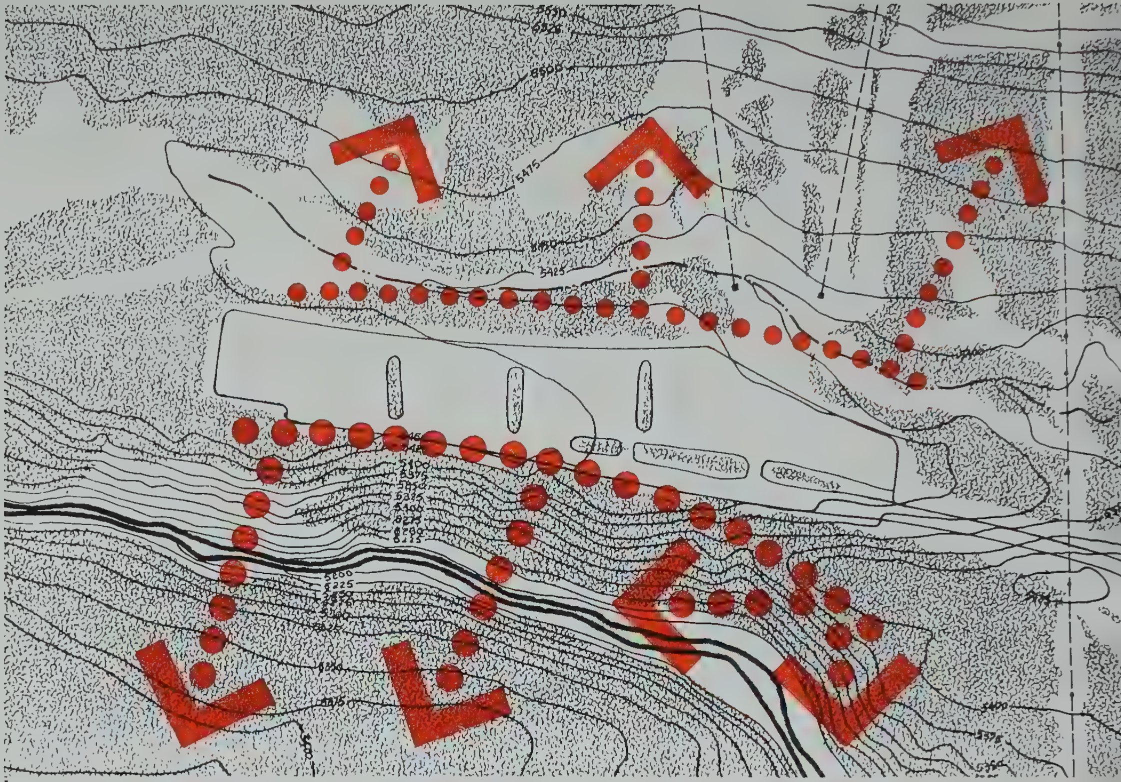
B. MICRO-CLIMATE

Areas in shade for two hours or more on December 21st (a.m. or p.m.) are shown by the tone. The arrow indicates the direction of the prevailing wind. Therefore any taller structures should be oriented in such a way that the long axis of the buildings and the spaces between them minimize the wind turbulence.

C. VIEWS FROM SITE

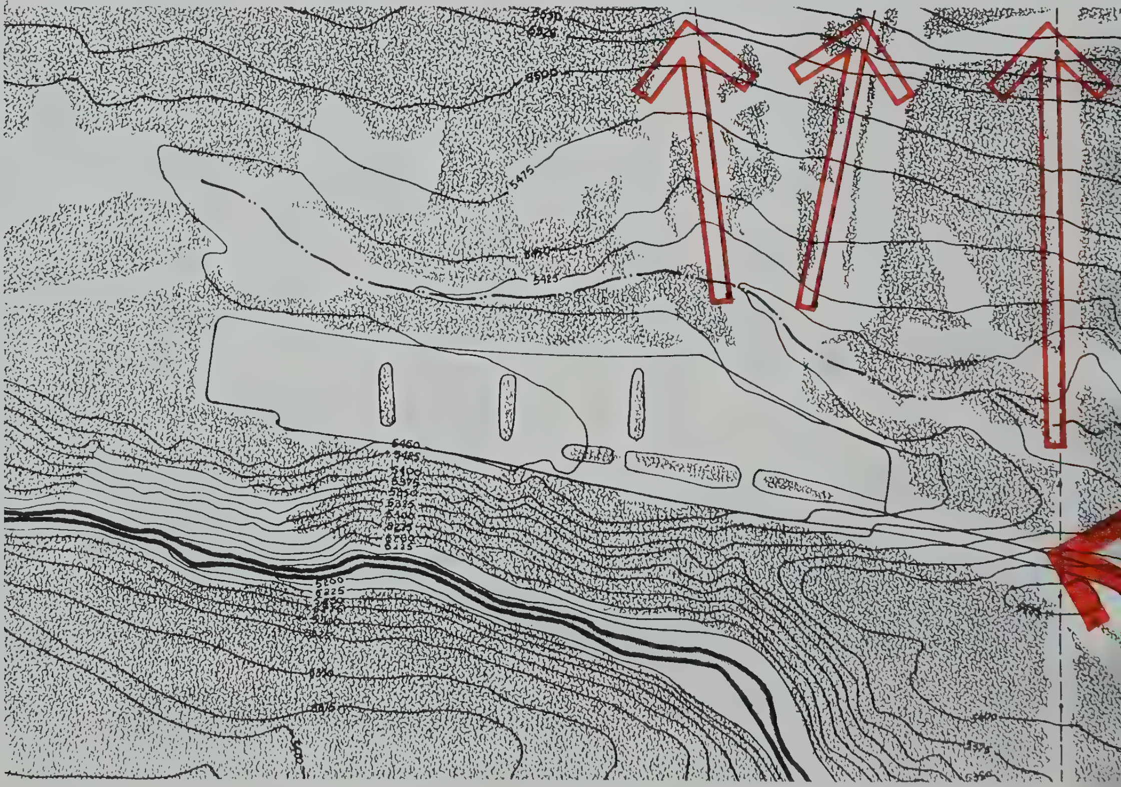
The most important views from the village site are:

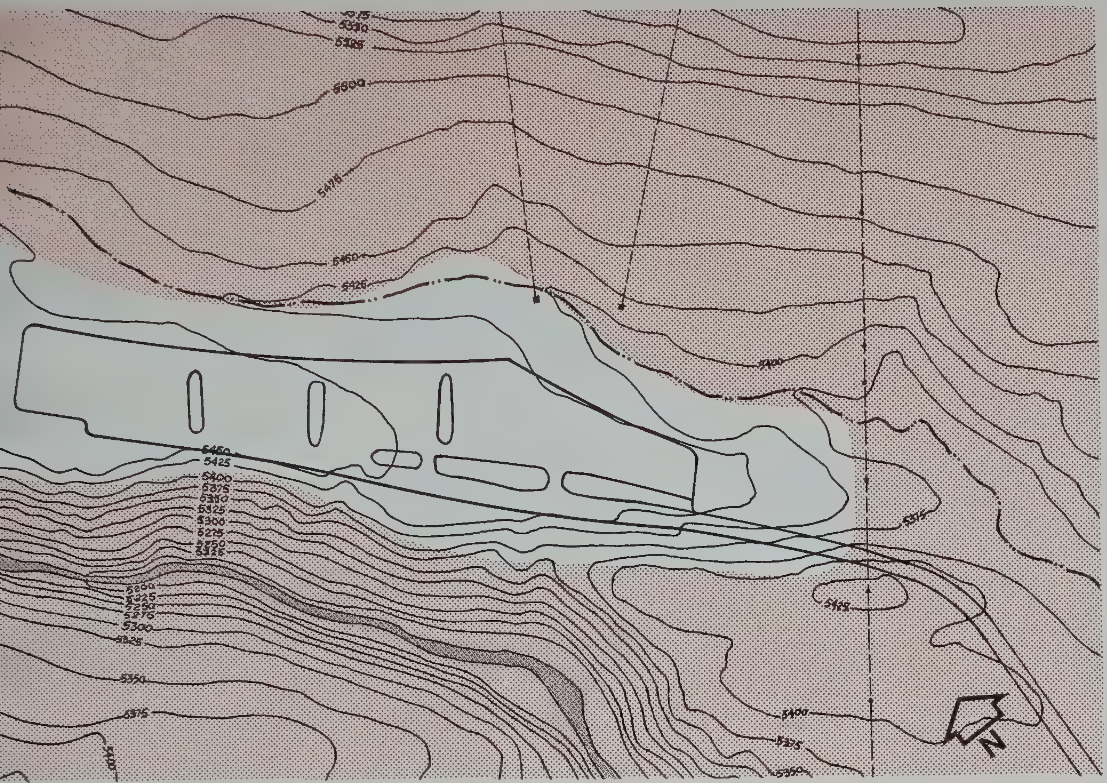
a. from the edge of the Pipestone Canyon down into the canyon and across to the Temple Range surrounding Lake Louise
b. from the northeast edge of the shelf over the small depression to the ski runs and meadows
c. from the edge of the Canyon upstream toward Mount Hector and downstream toward the Bow River.



D. EXISTING MOVEMENT SYSTEMS

Existing movement systems are indicated by arrows, clear for ski lifts and solid black for vehicle access. These systems influence the location of the village, the village centre and the internal circulation systems.





E. BOUNDARIES OF SITE

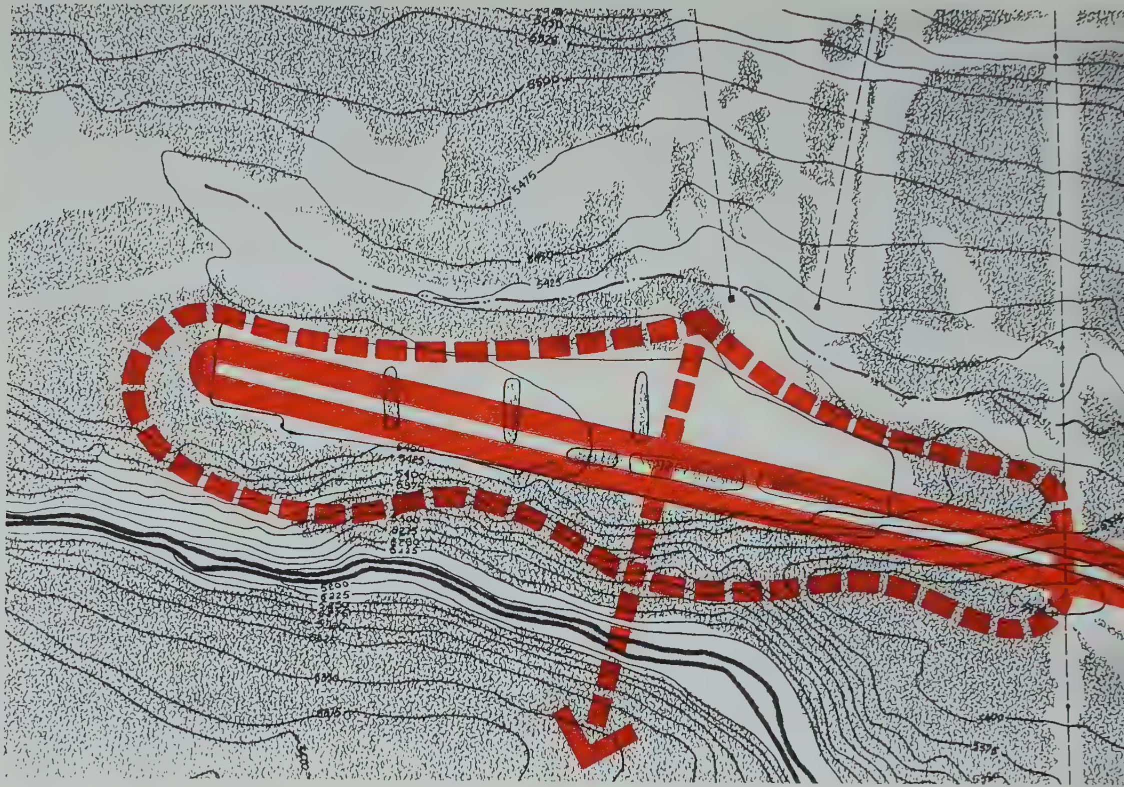
The natural features of the site limit the area suitable for building. The northeast edge of the village site is defined by the drainage channel and the marshy meadows along its banks. The rim of the Pipestone gorge forms the southwest edge. With a limit of 2,000 feet walking distance from the village centre, the site runs for about 4,000 feet on a northwest-southeast axis.

Thus the village form is closely bounded on the long edges by natural features, permitting expansion from the centre to defined limits, northeast and southwest.

PRINCIPLES OF DEVELOPMENT

A. MOVEMENT SYSTEMS

Vehicle and pedestrian systems are separated, the vehicle system forming a central loop and the pedestrian a peripheral system of walkways along the length of the village. The vehicle system is an extension of the existing access road. The pedestrian systems converge at the village centre and bridge across the Pipestone for access to the Mud Lake area.

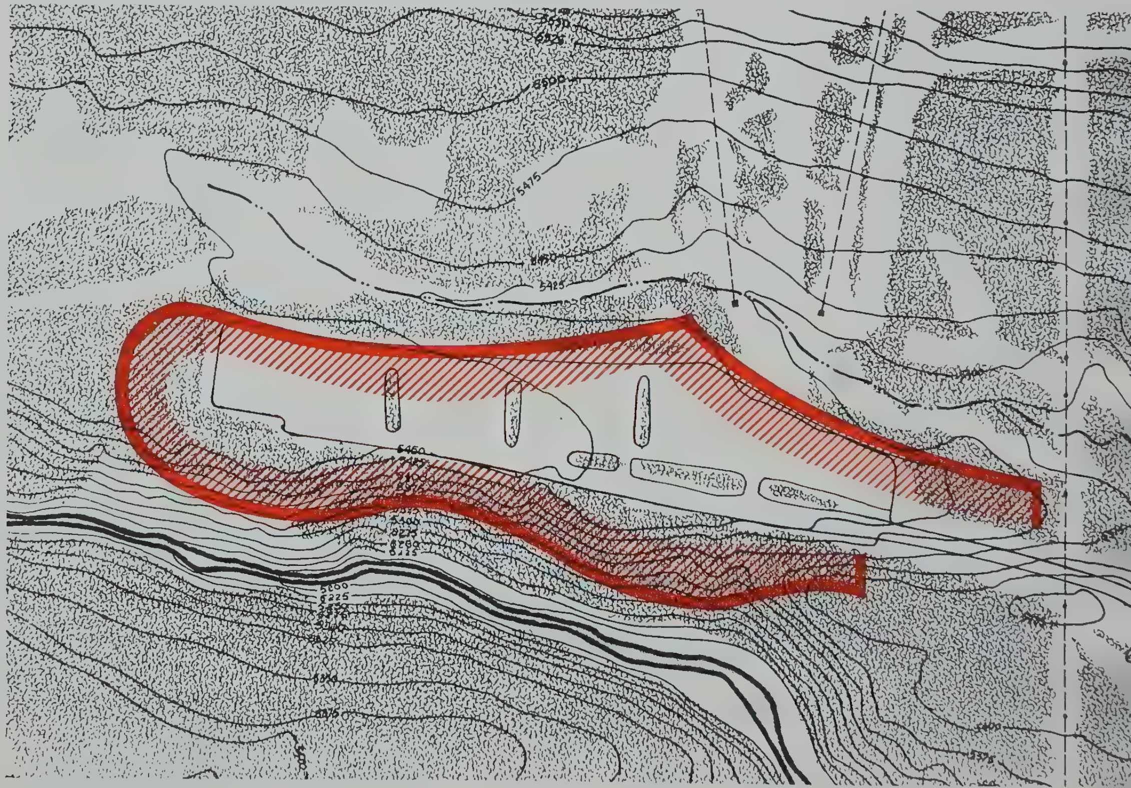


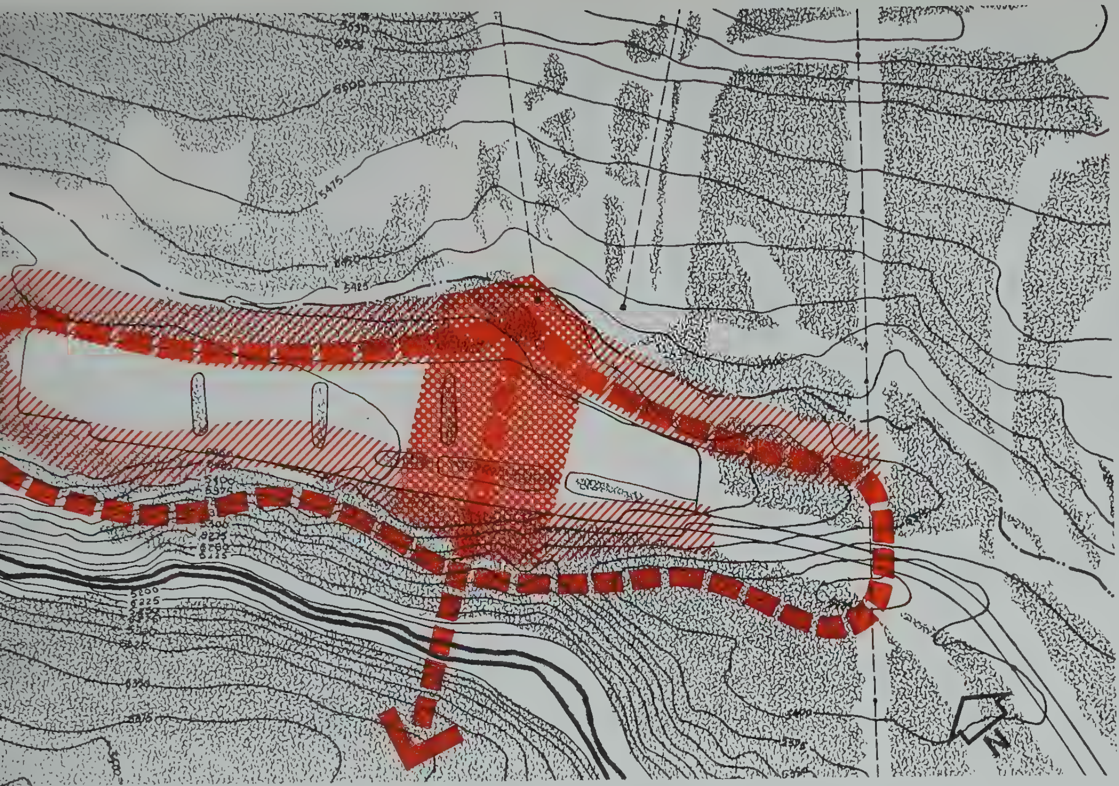
B. BUILT FORM

Built form is distributed along the site edges facing the canyon and the drainage channel. The massing is compact and follows a clearly defined form of development. A "hard edge" of built form against wilderness is created by keeping development tight and unified within this form and not permitting the scattering or intrusion of building groups into the wild area around the defined site.

C. ORIENTATION

Buildings will be oriented to obtain optimum views and exposure to sunlight. Heights will be regulated so that distant views of the Bow Range are possible over adjacent buildings. The parallel walls of built form forming the village will be opened at specific points to obtain views through from buildings and pedestrian spaces. Streets and buildings are angled to permit maximum penetrating of sunlight.



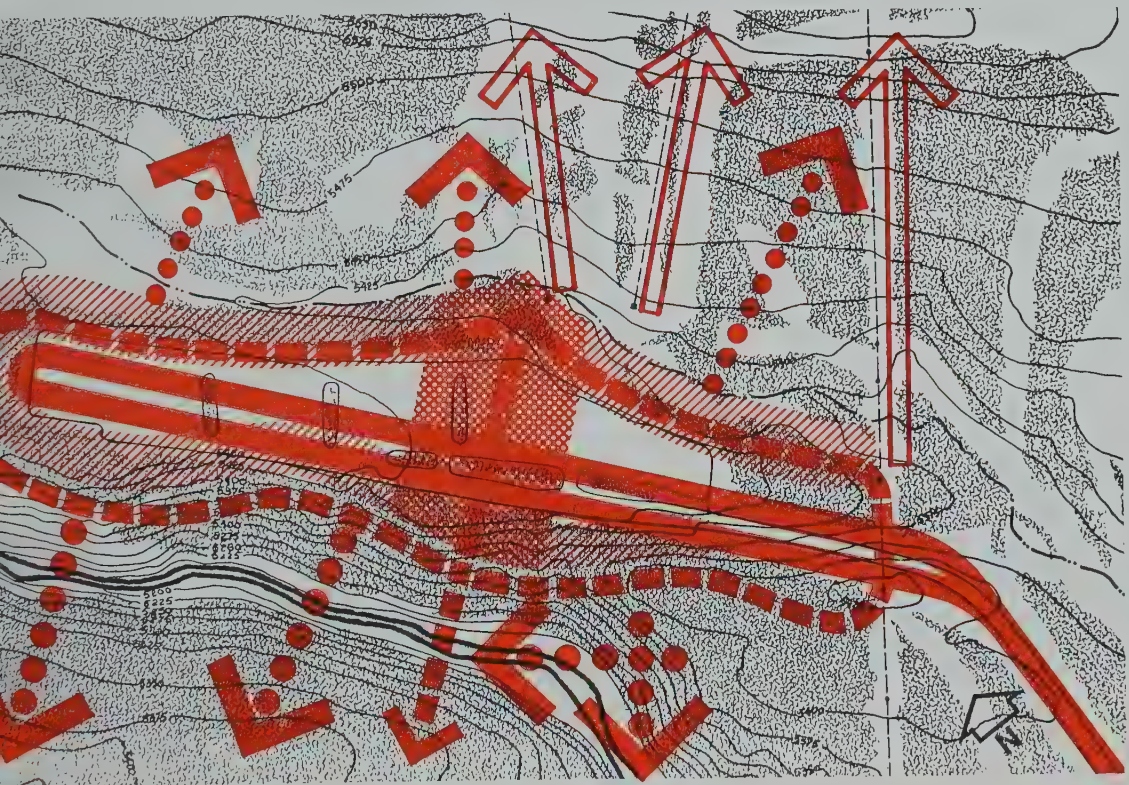


D. SCALE

The scale of the village is based on the pedestrian. Buildings along walkways are kept relatively low, and ground floors are planned for pedestrian interest. Walking distances are kept to comfortable limits.

E. CENTRAL CORE

The central core of the village connects the two linear edges of the development. It contains the commercial centre and the most important public spaces. This pedestrian centre will become the hub of village life, and should be developed as an integral unit.



F. COMPOSITE

The composite diagram shows the summation of these factors and the rudimentary structure of the new village.

DEVELOPMENT PLAN

This section presents the master plan for development of the Upper Village.

A. MOVEMENT SYSTEMS

1. Vehicular Movement

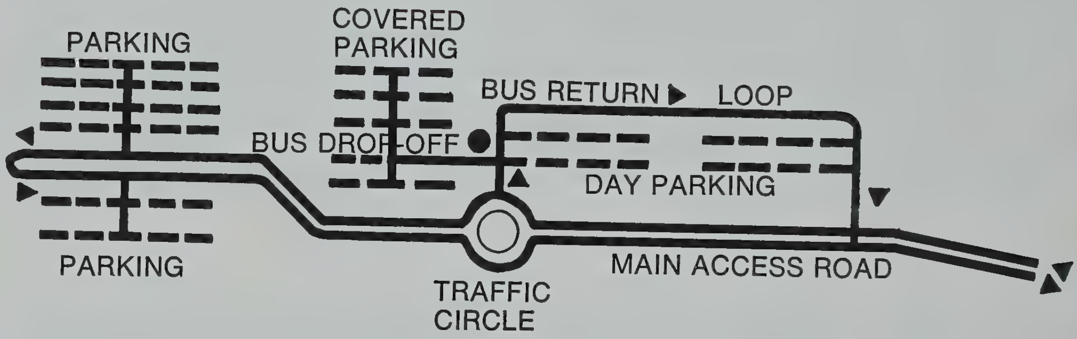
The main access boulevard runs under the central core and through the village as indicated. It is extended in sections as linear growth occurs to a defined limit.

Secondary feeder loops give access to areas of parking at either side of the access boulevard. This arrangement permits the control of parking segments for reserved use if desired.

Parking is open near the boulevard; and enclosed, where it is economically possible, in the zone occupied by built form. Two levels of undercover parking are provided under the village centre. Day visitor parking is generally in the section to the southeast of the village centre. Parking is designed to provide 2,100 spaces for overnight visitors and respective staff as well as 700 spaces for day skiers. The design envisages parking demand to keep pace with construction. As surface parking space becomes desirable as for building sites and other uses undercover parking will be used.

Passenger drop-offs occur on the secondary feeder loops where they pass major buildings. The bus drop-off and terminal is on the southeast side of the central core. A loop feeder road for buses runs around the day parking lot and joins the main road at the village entrance.

VEHICLE MOVEMENT SYSTEM
AT ENTRANCE TO VILLAGE



2. Service Vehicle Access

Along the northeast and southwest side of the village service vehicle access is directly off the secondary feeder loop system as indicated. Where the pedestrian walk is elevated the service loop may penetrate under the pedestrian walk. Where at grade, service vehicles would enter the pedestrian walkways at allocated times during the day.

3. Pedestrian Circulation

With the emphasis on pedestrian accessibility, it is necessary that not only are all parts of the site convenient to the pedestrian, but attractive to him. Therefore walks to key locations should not be too long, should have in mind convenient circuits with a variety of aspect and continuous interest.

At the southwest edge of the village, the pedestrian way is seen as a walk along the edge of the Pipestone Canyon. This would be a public way fronting the building development, visually removed from traffic and parking. The separation of private terraces when used for restaurants, pools, gardens, etc. from the public walkway can be accomplished by differences in levels, canopies, screens, etc.

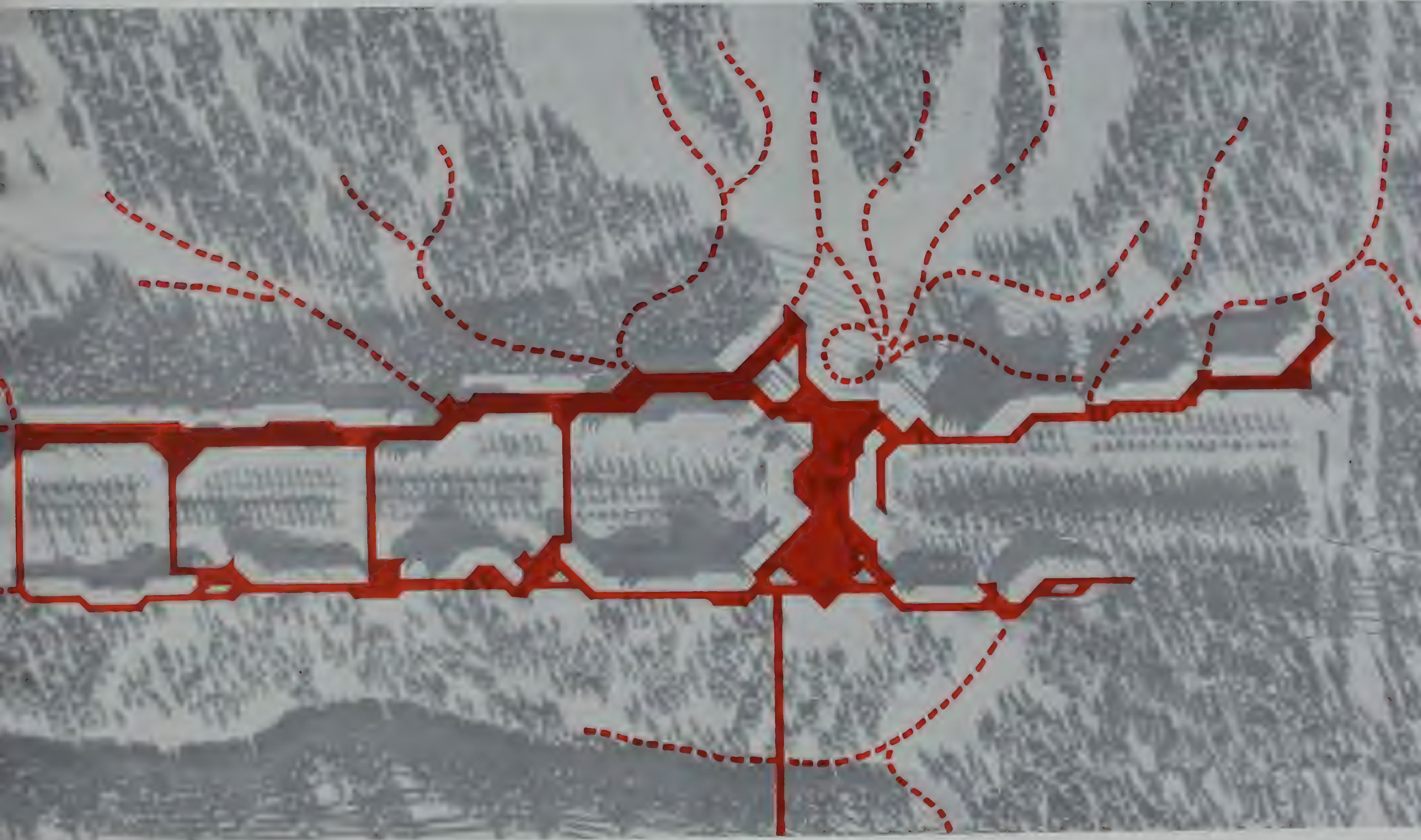
At the northeast edge of the village, the managed units and ski lodge development are seen opening directly onto the ski slopes so that the pedestrian way is an inner street winding between shops and buildings of appropriate scale—opening at intervals to the ski slope or to the parking lots.

Cross walks at intervals of 500 feet would link across the development as the village expands and joins the north side and south side pedestrian ways.

Key nodes in the pedestrian system would be the arrival points: the bus station, the car dropoffs to the vehicular system, the lift base to the north, the suspension bridge to the south.

The major pedestrian confluence is the village centre where the commercial and public service facilities are concentrated. It is composed of two interconnected public plazas: one opening onto the ski slopes, the mixing place of skiers and pedestrians, circled by coffee houses, bars and discotheques of the ski-watching and apres-ski variety and bordered on opposite sides by the Day Lodge and the Sports Club; the other, connecting to the first through short shopping arteries, opens onto the canyon-mountain view. It has such attractions as a winter skating rink, summer outdoor dancing, concerts, theatre and nature interpretation, and is surrounded by the better quality restaurants, bars and boutiques. It also connects directly to a possible convention centre below plaza level.

The 135° angle in the pedestrian path achieves a more amenable change of direction for the pedestrian than the 90° angle. It provides the same visual interest to the pedestrian as the winding street—allows sun penetration to what otherwise might be shaded areas and provides greater interest by means of the oblique views outwards. The change in scale of the pedestrian street from narrow shopping street to wide-open square is better accommodated with this angle.



B. SERVICE SYSTEMS

The terms of reference for the design of the municipal services emphasize the importance of not disturbing the environmental and ecological values of the Pipestone and Bow Rivers and the surrounding area.

1. Water Supply Storage and Distribution System

The existing system designed to service the valley floor is inadequate to serve the proposed Upper Village. The system proposed to serve the entire upper and lower developments will consist of the following:

a Existing water intake on the Pipestone River.

b Existing stilling basin.

c New underground water storage reservoir for Lower Village.

d New water treatment plant and pumping station for both Upper and Lower Villages.

e Existing water distribution system for Lower Village.

f New supply line from treatment plant to Upper Village.

g New underground storage and pumping station for Upper Village.

It is proposed to incorporate the Lower Village storage reservoir, water treatment and pumping facilities for both villages in one underground structure. This facility will be located in the existing cleared area immediately north of the gondola lower terminal parking lot. The existing stilling basin will be modified by replacing the superstructure with a concrete slab to allow covering with earth fill for concealment.

The existing distribution system for the Lower Village will be modified to provide circulation in the system and thus reduce line freezing problems now being experienced.

A separate pumping system will be required to supply water to the Upper Village. The supply line from the treatment plant to the Upper Village will be located within the access road right-of-way to avoid the creation of any new cut lines through forested areas.

The storage reservoir and pumping station for the Upper Village will be underground and will be incorporated in the building complex under the Concourse. This will allow access to the pumping station from within the complex buildings.

The presence of ground water in quantities adequate for the long term future requirements of both Villages has been investigated. Test results to date are optimistic and if after more conclusive testing this source is proven, ground water wells will be used for water supply rather than the Pipestone River. The reasons for this choice are:

a To avoid costly water treatment for turbidity.

b To reduce freezing problems by circulating the warmer ground water.

c To reduce the operating costs of the system.

2. Sanitary Sewage Collection and Treatment

The proposed sanitary sewage collection and treatment system for the Upper and Lower developments will consist of the following:

a New sanitary sewage collection system at Upper Village.

b New sanitary sewage outfall line from Upper Village along the access road to the Lower Village and through the Lower Village to the existing lagoon site.

c A new pumping station will replace the existing sewage lift station.

d A new treatment plant to treat sanitary sewage from both Upper and Lower Villages, will be located in the vicinity of the existing lagoon.

e Existing lagoons will be used for emergency holding ponds for the treatment plant.

The new sanitary sewage collection system for the Upper Village will be a conventional buried system located in the development for economical and convenient operation and maintenance. The outfall line will be located within the access road right-of-way to avoid new cut lines in the forested area.

It is proposed to construct the new sanitary sewage pumping station in the vicinity of the existing lift station. This facility will have a greater capacity to handle the increased load. The architecture of this building will complement existing service buildings in the surrounding campgrounds.

The sewage treatment process and plant design will be selected to accommodate the development stages as they occur. The design will incorporate an activated sludge process followed by mixed media filtration and disinfection of the effluent with provision for future removal of phosphorus and nitrogen. A program of aquatic community monitoring will be undertaken and the results of this program will be taken into account in the design of nutrient removal facilities as the need is established. The existing lagoons will act as emergency holding ponds in the event of plant failure.

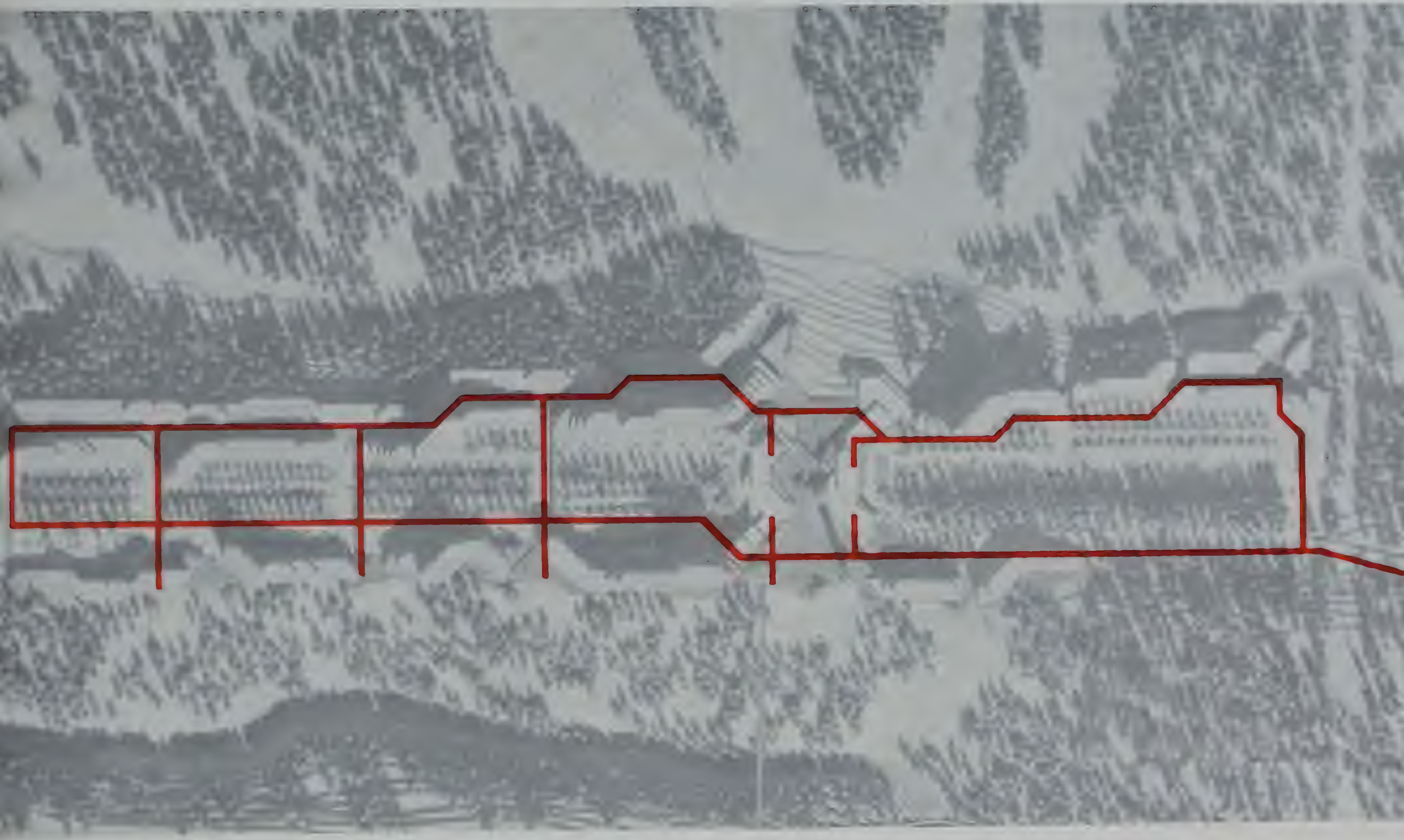
3. Storm Sewage Collection and Discharge

The existing storm sewer system for the Lower Village is adequate for the initial development and will require extension to service new accommodations as they are developed.

The collection system proposed for the Upper Village will be a conventional underground sewer and catch basin system with all run-off from the building roofs and development area being collected and discharged at one location. The site grading will prevent run-off from the site to the Pipestone Valley. The storm water will be directed into a natural channel at the south east corner of the proposed development and from there will flow into a catchment area where an oil skimming facility will remove oil from the storm water before discharging it into the channel which will carry it eventually to the Bow River. The channel does not connect with any of the natural lakes in the area.

4. Municipal Services Upper Village

All municipal services in the village will be underground and are located under major pedestrian paths and the loop road. This assures future expansion within the framework of the Master Plan, to follow the pedestrian routes and thus at each stage of development a complete circulation system is provided.

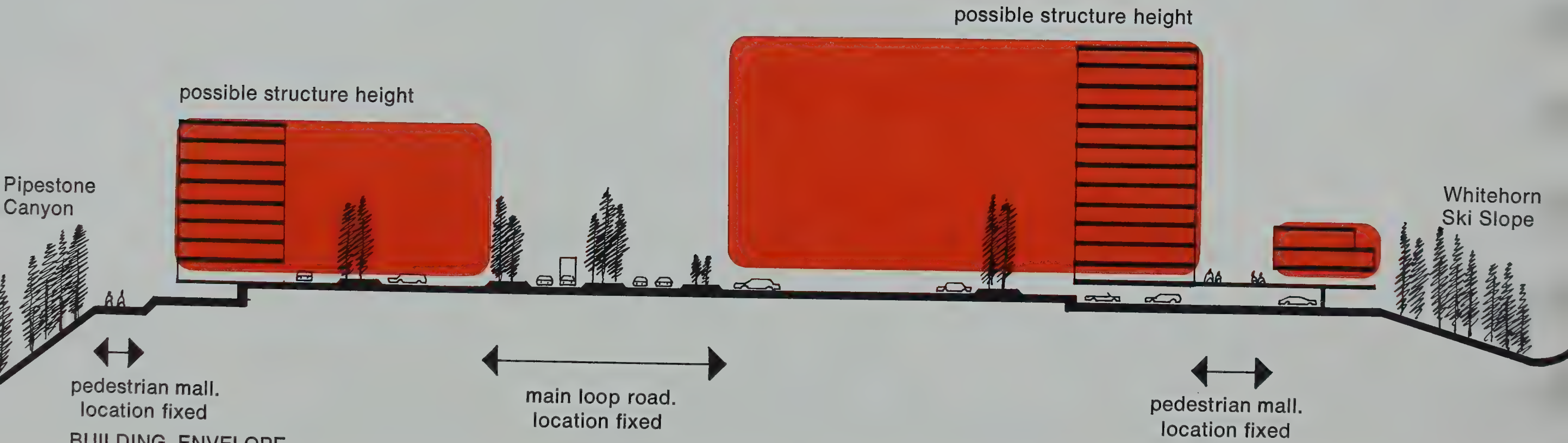


C. BUILT FORM

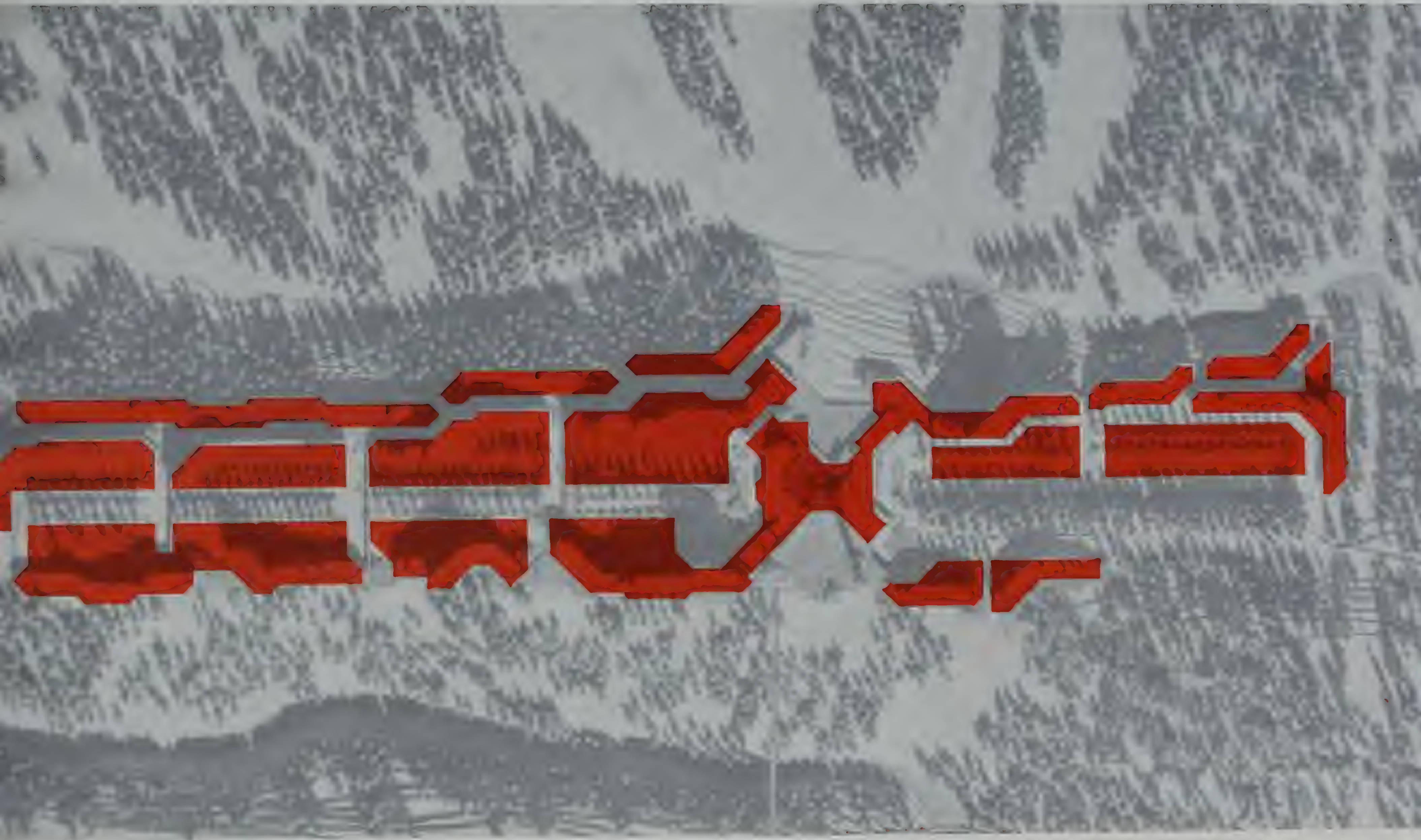
1. Volume

The vehicular ways and pedestrian ways form the circulation system for the buildings. The outer limits of the built form are established by the south side pedestrian ways and the north side building lines. Within these boundaries the only non-buildable areas are the pedestrian ways, the main boulevard and main access roads, but building over the parking areas and secondary access roads is to be encouraged.

Allowable building heights are established by a building envelope designed with the aim of providing view and access to all accommodation.


possible structure height
possible structure height
Pipestone Canyon
Whitehorn Ski Slope
pedestrian mall. location fixed
main loop road. location fixed
pedestrian mall. location fixed

BUILDING ENVELOPE



2. Land Assignment

Accommodation falls into two major categories—visitor accommodation and staff accommodation. The ratio of these at any stage of development is roughly 6:5.
It is desirable that, since the staff will be 60% of a relatively permanent nature and thus a continuing community in the village, that they be housed near the centre and within each building as building development proceeds. These permanent residents can contribute to the ongoing life and character of the village. Staff precincts are to be discouraged. Their accommodation falls roughly into three types:

a family units

b apartments

c dormitory beds

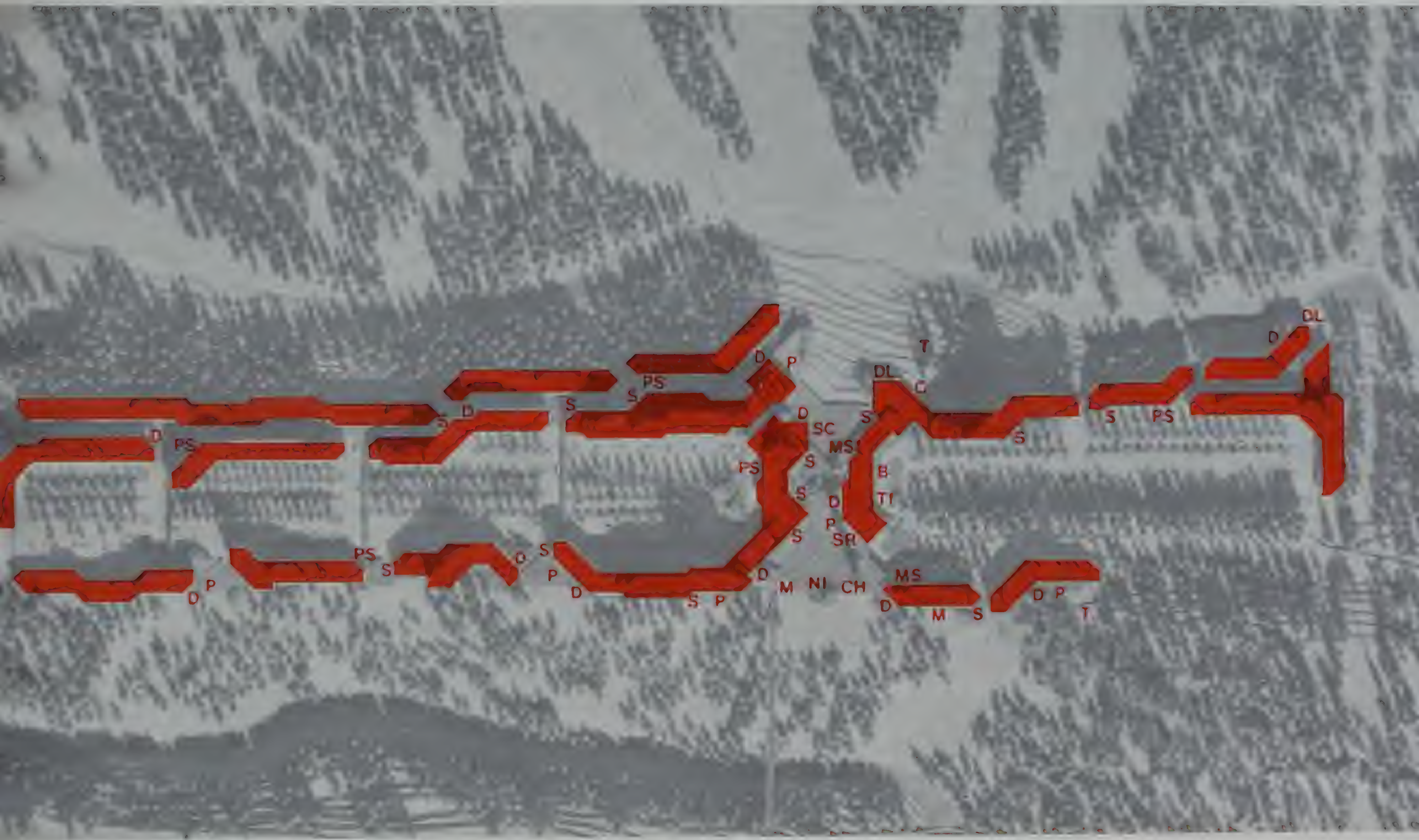
Visitor accommodation should provide a variety in degree of type and luxury to answer the various demands of both summer and winter visitors. These fall into the following general categories:

a motor hotels

b ski lodges

c managed units

A	Automobile Service
BD	Bus Drop-Off
C	Clinic
CH	Chapel
D	Dining and Entertainment
DL	Day Lodge and Sports Centre
M	Meeting Facilities
MS	Municipal Services
NI	Nature Interpretation Centre
P	Swimming Pool
PS	Personal Services
S	Shops
SC	School
SR	Skating Rink
T	Tennis Courts
TI	Tourist Information



DL
D
T
D
P
DL
PS
S
G
S
D
S
D
SC
S
S
S
PS
D
PS
MS
S
PS
B
S
D
TT
P
S
SR
PS
S
D
S
D
P
P
D
D
MS
S
P
M
NI
CH
D
D
P
M
S
T

The commercial facilities fall into five main categories and their distribution is indicated in the accompanying plan on p. 75:

a shopping—such as food supplies, drugs, books stationery, gifts, clothes, sports equipment, crafts, etc.

b dining—such as cafeteria, restaurant, coffee shop, pub, gourmet restaurants, day lodge.

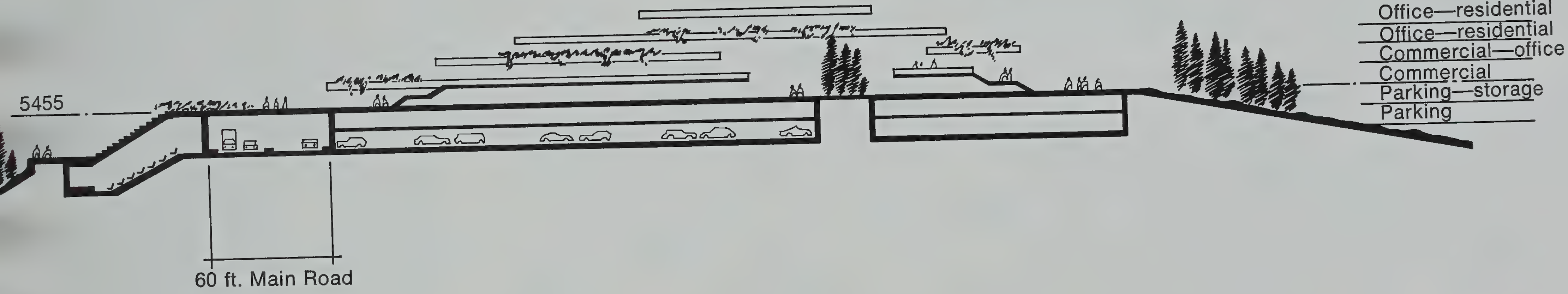
c entertainment—such as bars, discotheques, night clubs, movie theatres, exhibition space, concert space.

d services—such as post office, bank, library, laundry, beauty and barber shop, health services, police, fire department, village office, chapel, school.

e recreational—such as swimming pools, health spa, skating, tennis, fine arts and music.

f other—such as meeting facilities, office space, park administrative office, alpine club.

These facilities are largely gathered in the village centre. Entertainment and recreational facilities occupy key locations around the main plaza and tourist oriented shops and service facilities occupy space adjacent to these or on upper levels.



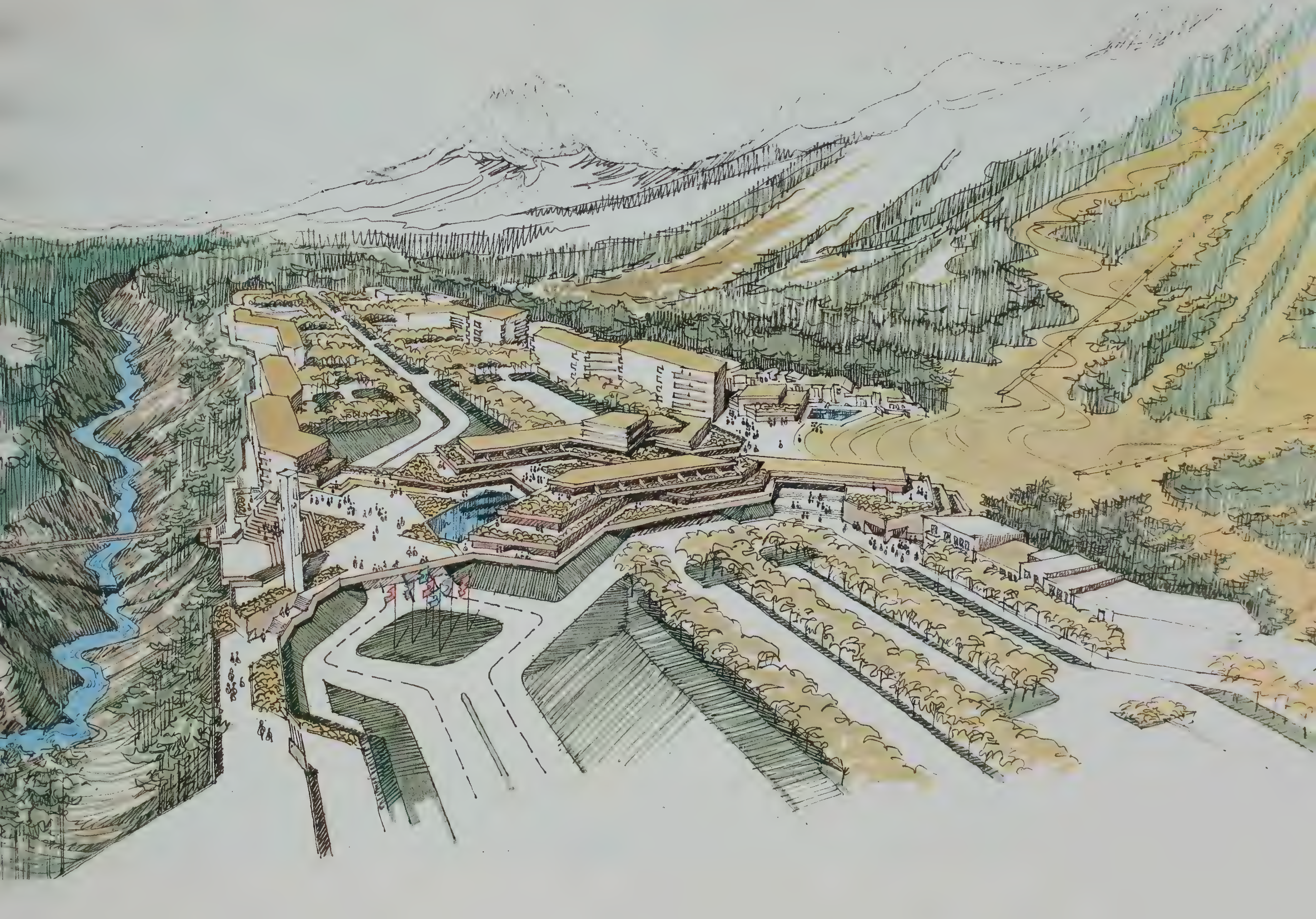
SECTION THROUGH VILLAGE CENTRE

D. CHARACTER

In keeping with the village concept, pedestrian scale, in contrast to the automobile scale of the parking areas, should be a determinate of the design of village streets. This requires an attention to detail—pavements, lighting, signing, planting, street furniture, etc. It also requires attention to building size and materials to attract the close-viewed interest of the meandering spectator.

To capture the flavour of the alpine village, it is proposed that roofs be flat or low pitched and planted with sod as in mountain regions in many parts of the world. For fire purposes building materials should be masonry and it is suggested that a special concrete masonry unit be developed for the village complex to be used in conjunction with concrete. Details would be of wood conforming to general standards of finish and colour.

The commercial core is the key to establishing the character of the village. This is seen as a series of terraced and planted decks with commercial space and accommodation at many levels easily accessible and immediately visible to anyone in the complex. It could in effect be a raised plateau taking maximum advantage of the sun, the mountain air and the magnificent views to north and south. Because of its key role, the centre though built in stages, should follow one clear conception, with the variety and change occurring at the shopkeepers' level.



E. LANDSCAPE

1. Natural Environs

On the canyon side of the village it is essential that nothing be done that would disturb the natural growth. The preservation of the natural slope and some thinning to obtain view would be all that would be tolerated in this delicate area.

On the north side of the village it is intended to retain the natural growth but to thin where outlook could be enhanced and to take advantage of the stream to create small pools and to intersperse existing planting with alpine specimens of the region as an alpine exhibit. Where existing clearings permit some limited recreational facilities would be introduced to make the ski run base attractive and active in summer.

An eventual suspension bridge across the Pipestone gorge will open up the hiking and ski trails to the village inhabitants. Mud Lake is seen as a promising potential fishing area and the Pipestone gorge itself for fishing and hiking.

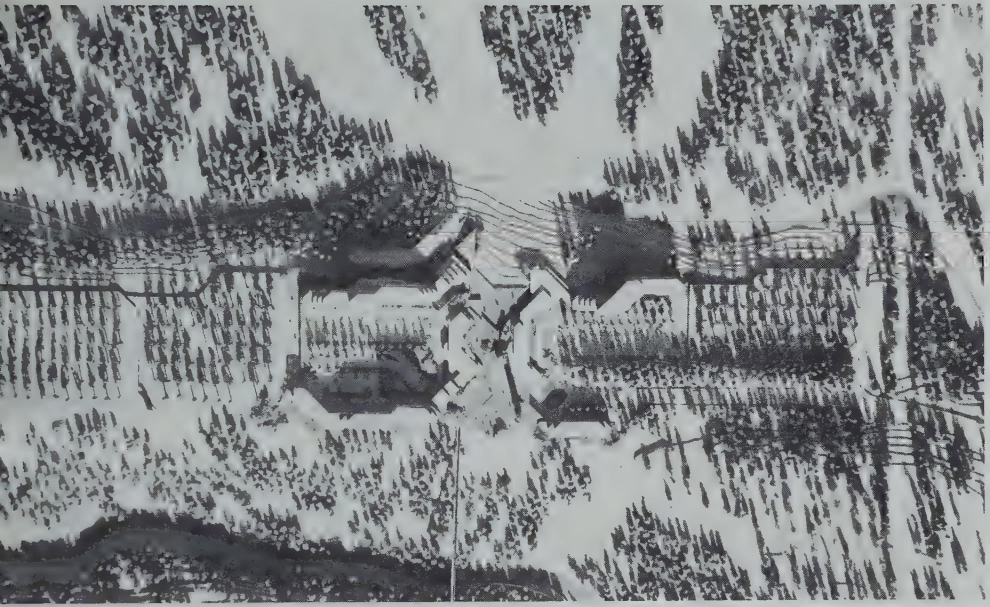
2. The Village

Although the village will border on the natural environment, it is necessary to introduce landscaping materials extensively within the village walls. This will be done with attention to similarity of species and appropriateness to the alpine location, so as to avoid any conflict with the ecological balance of the area.

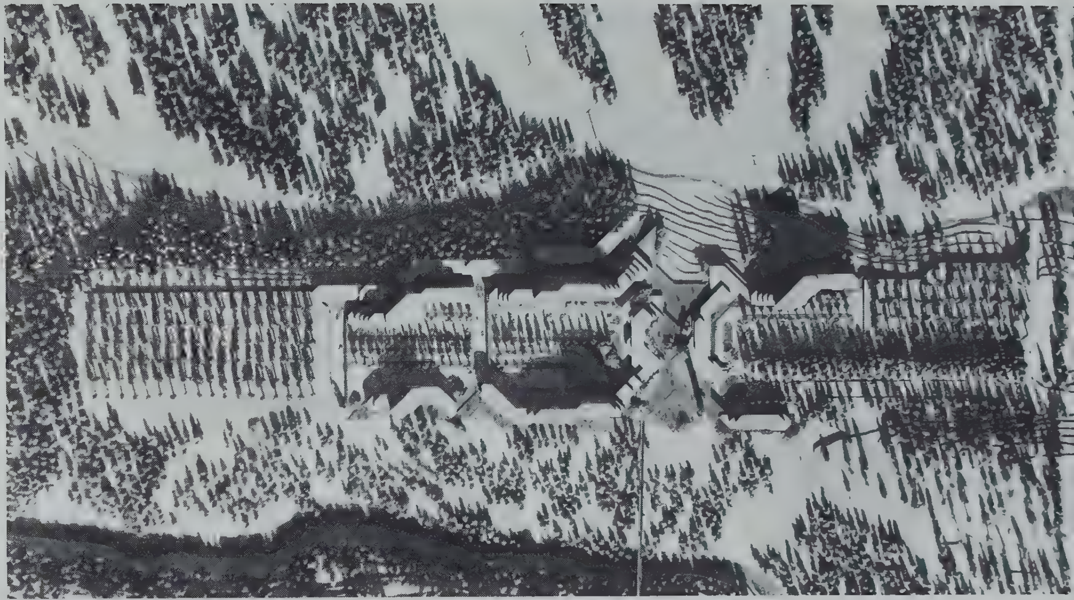
In the vehicular areas, it will be necessary to use plant materials to define the principal boulevard of the village. Within the pedestrian system an exterior use of planting is shown on walkways and on the various levels of the terraces of the village centre. This coupled with roof planting will introduce green material into what is now a barren expanse of gravel parking lot.

F. EXPANSION AND PHASING

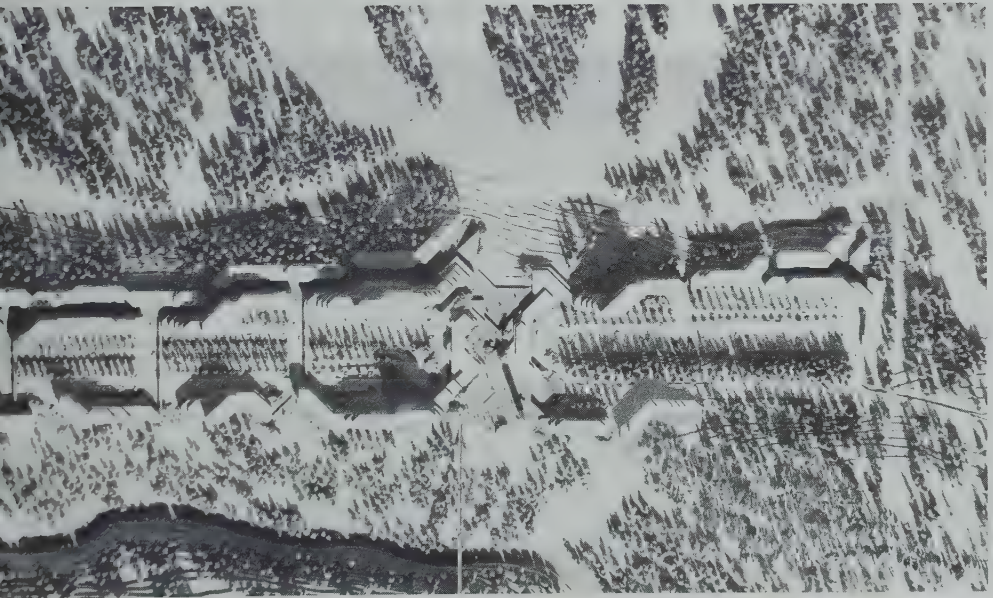
The first phase of development includes a portion of the central commercial core, the day lodge, and some visitor and staff accommodation. Further growth will follow the pattern indicated, expanding from the centre along the edges. The central core will be completed, and linear expansion of the residential areas will take place in segments corresponding to the parking blocks. This enables complete parking areas, vehicle and pedestrian systems, and service loops to be constructed simultaneously.



FIRST PHASE



SECOND PHASE



THIRD PHASE

FIRST STAGE DEVELOPMENT

Development in the first stage of the initial phase would be keyed to providing new facilities:

A. Replacement of existing day facilities for skiers.

B. Provision of overnight accommodation of 750 visitors.

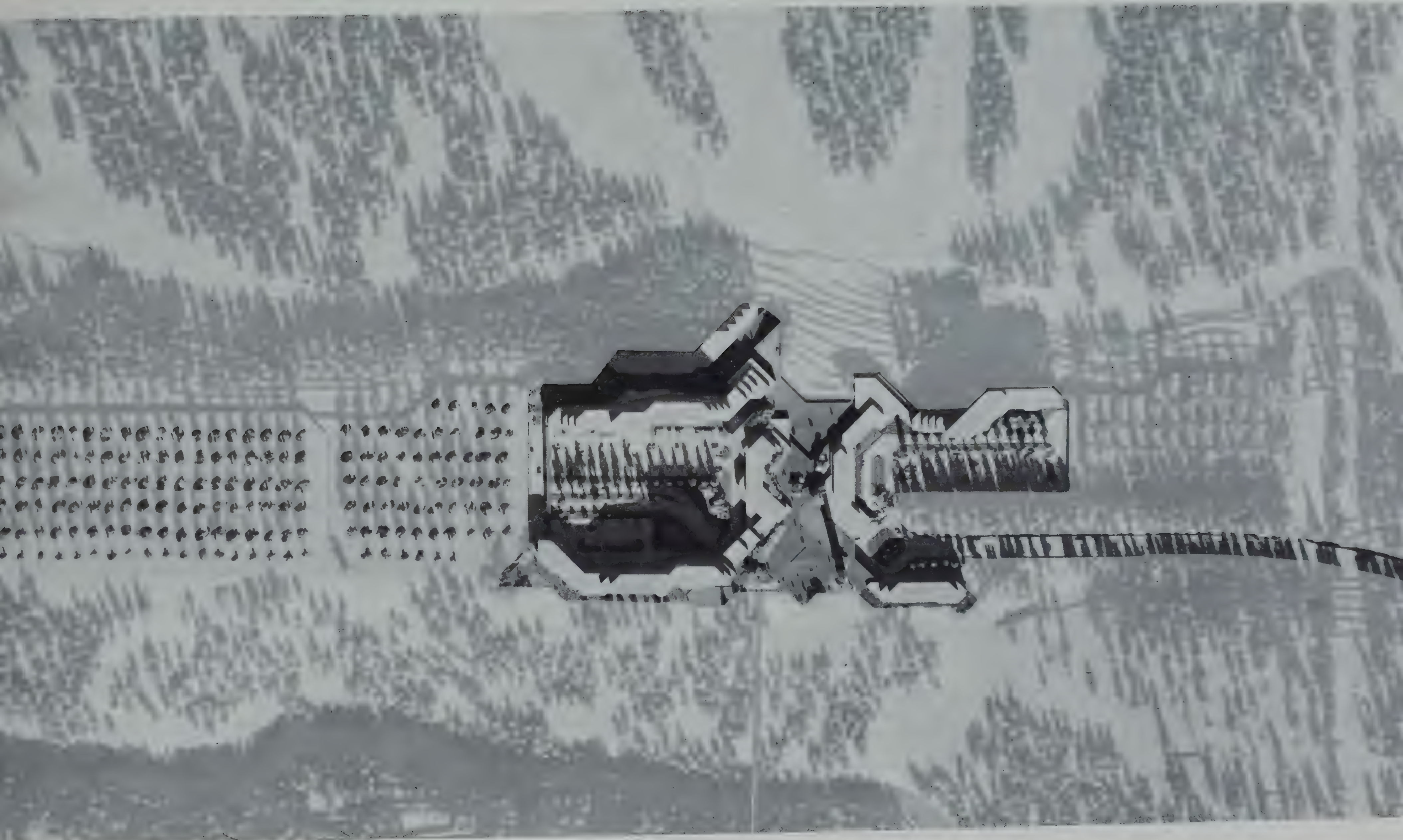
C. Provision of initial entertainment and restaurant facilities around the plaza at the base of the ski slopes.

D. Provision of staff accommodation for 500 persons.

E. Provision of paved parking for 765 cars at the nucleus of the village centre and unpaved parking for 700 cars immediately adjacent.

F. Installation of major municipal services.

In order to restore the scarred portions of the site and to provide for future landscaping as the village expands, a tree nursery will be established in the extreme west end of the existing parking lot.



DEVELOPMENT CONTROLS

Any participant in the project should have a clear concept of the intentions of the development plan and will be required to meet its standards. For this purpose certain standards and controls are briefly set forth here.

A. Development boundaries as established by village edges, pedestrian ways and vehicular ways.

B. Open spaces as provided at predetermined locations to gain views and sun exposure.

C. Building volume, as set out in a three dimensional building envelope diagram differing through various sections of the village.

D. Fixed levels as established by the pedestrian plazas, the pedestrian streets and the vehicular roads.

E. Location of building at any particular phase by limiting potential building sites to those within the limits of a particular phase until these are nearly fully occupied.

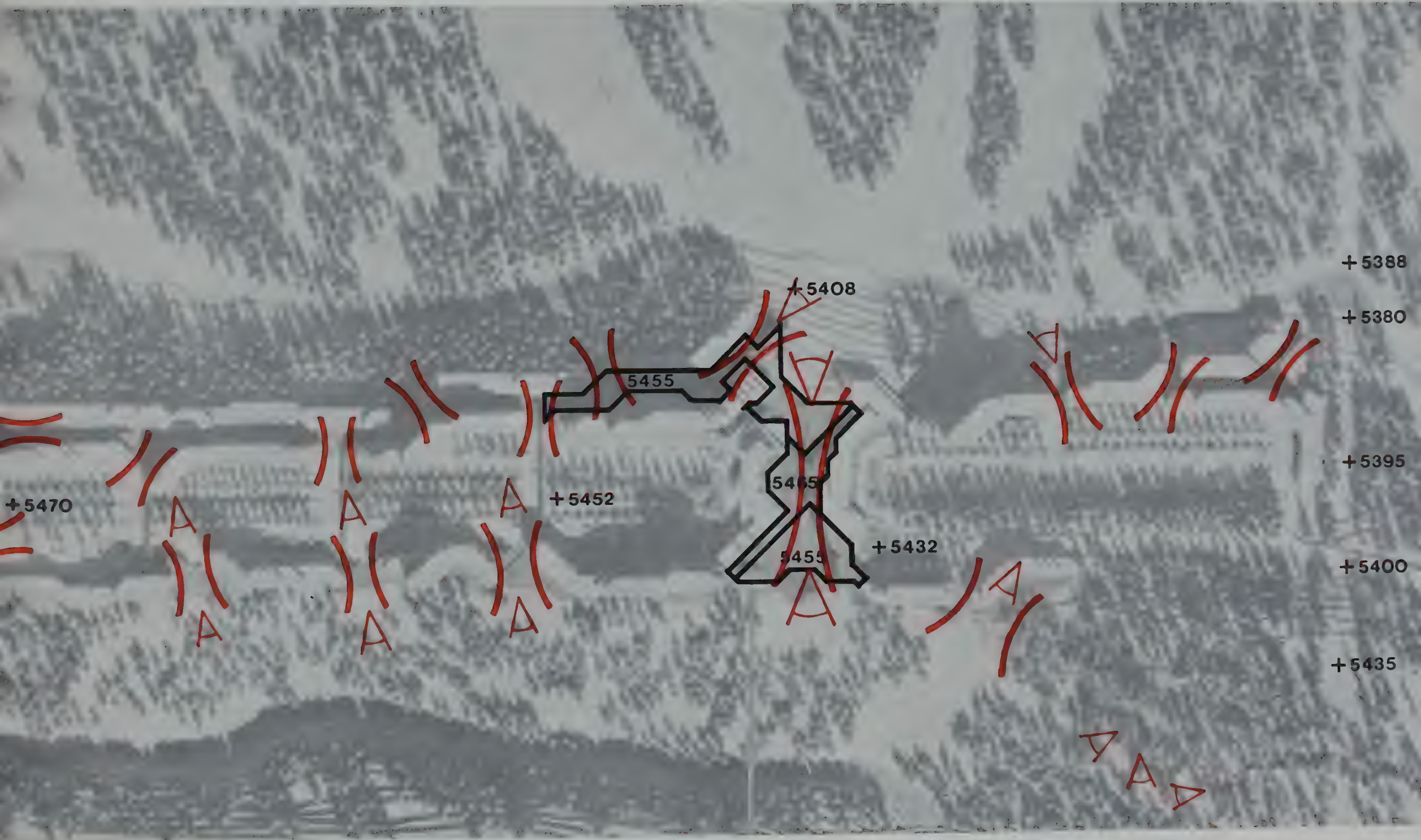
F. Provision for commercial, service space, and staff accommodation by the master plan in specific areas.

G. Conformance to the modular grid. Taking advantage of the combination 90° and 45° grid in building outline.

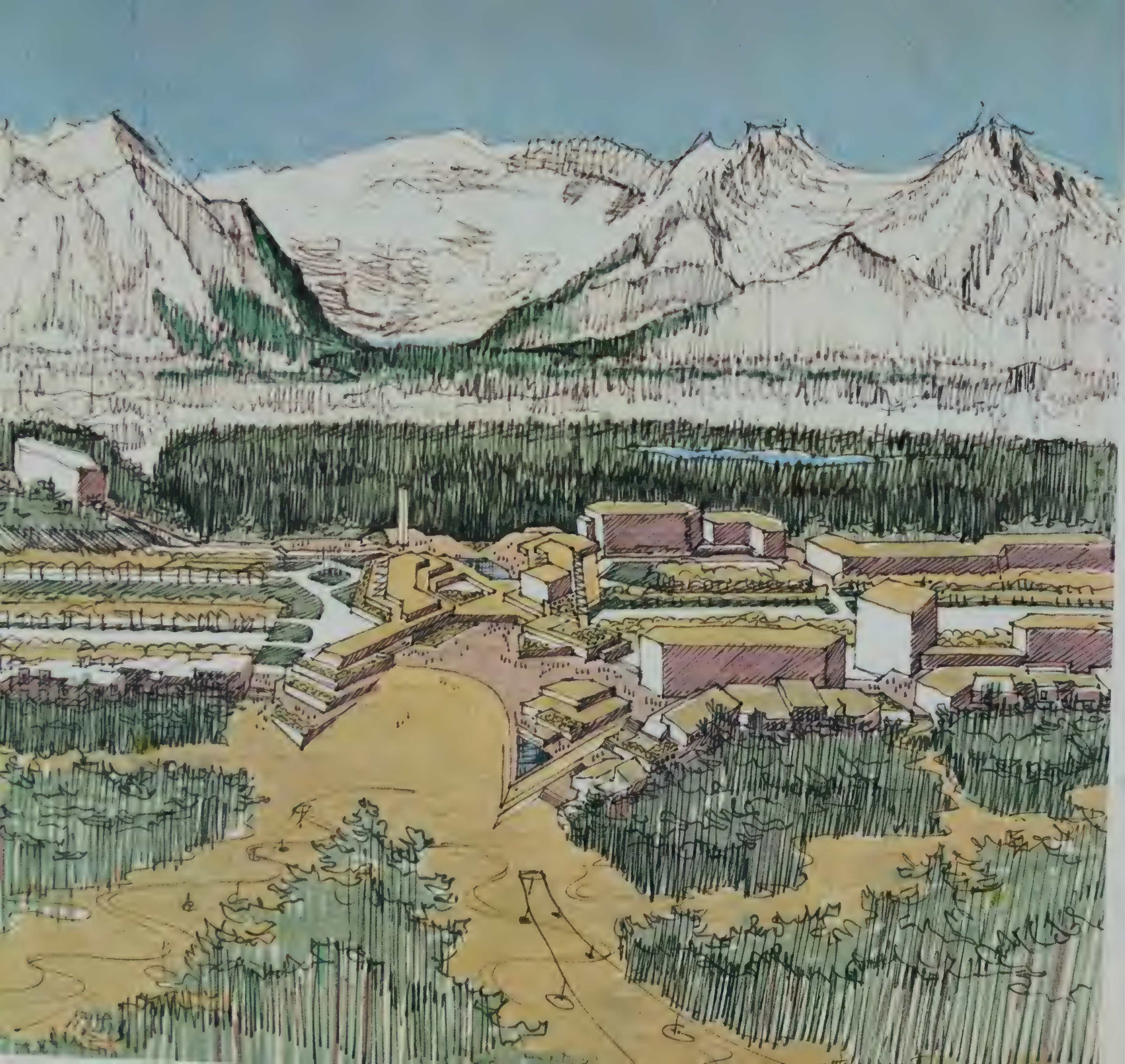
H. Conformance to building materials standards such as: planted roofs, masonry, facing materials, wood details.

I. Street provisions in the form of establishing an overall approach to element such as: lighting, signing, colour paving and landscape materials, street furniture.

The development controls outline conceptual guidelines for the village. These guidelines will be expanded into a form which will aid participants in the village in the detailed development of specific building projects. These would apply to all development, assuming that this would be undertaken by the Village Company in order to establish initially the nature and character of the subsequent development.



FIXED OPEN SPACE
FIXED LEVELS



IMPLEMENTATION

This development plan for Village Lake Louise sets forth the principles and concepts for a mountain village offering accommodation and service to park visitors in all seasons of the year. The aim has been to evolve a plan for a village in a wilderness setting that is not restrictive, but rather is expressive of the aesthetic possibilities inherent in the site.

On approval by the National and Historic Parks Branch of this development plan, Village Lake Louise will immediately commence preparation of a detailed design for Stage I and definitive development controls. Preliminary engineering design of site services will be done before the Stage I Architectural Design.

APPENDIX

VILLAGE LAKE LOUISE

UPPER VILLAGE VISITORS	PHASE I	PHASE II	PHASE III
1. Visitor Beds	750	2,000	3,000
2. Commercial Facilities (sq. ft.)			
a. Restaurants	12,000	27,000	48,000
b. Entertainment and bar facilities	6,000	13,500	24,000
c. Theatre	2,000	4,500	8,000
d. Drug	4,500	4,500	8,000
e. Package Liquor	3,600	3,600	6,400
f. Supermarkets	12,000	12,000	24,000
g. Apparel	4,000	9,000	16,000
h. Gift and Specialty	4,000	9,000	16,000
i. Service and Offices	1,600	3,600	6,400
j. Ski Equipment	6,000	6,000	11,200
k. Administration and Municipal Services	1,000	3,100	4,700
l. Central Heating Plant	3,600	3,600	3,600
m. School	—	5,000	7,500
n. Clinic	300	500	1,000
o. Church (interdenominational)	—	1,000	1,500
p. Vehicle Service	—	1,200	1,500
TOTAL	60,600	107,100	187,800

NOTE: All figures are cumulative totals at each phase.

VILLAGE LAKE LOUISE

UPPER VILLAGE STAFF	PHASE I	PHASE II	PHASE III
1. Total Staff	485	1,295	1,935
2. Total Staff + Dependents	630	1,675	2,500
3. % of Permanent—Seasonal—Transient	40%—25%—35%	40%—25%—35%	40%—25%—35%
4. Single Staff	297	793	1,185
5. Married	44	117	170
6. Married with family	144	385	580
7. Accommodation:			
a. 3 B.R. Units	22 units— 88 beds	58 units— 232 beds	87 units— 348 beds
b. 2 B.R. Units	82 units—246 beds	219 units— 657 beds	327 units— 981 beds
c. 1 B.R. Units	70 units—105 beds	187 units— 280 beds	279 units— 418 beds
d. Studio Units	39 units— 39 beds	105 units— 105 beds	157 units— 157 beds
e. Dormitory Units	42 units—168 beds	112 units— 448 beds	167 units— 668 beds
TOTAL	255 units—646 beds	681 units—1,722 beds	1,017 units—2,572 beds

NOTE: All figures are cumulative totals at each phase.

VILLAGE LAKE LOUISE

LOWER VILLAGE VISITORS (NEW FACILITIES)	PHASE I	PHASE II	PHASE III
1. Visitor Beds			
a. developed on land leased to Village Lake Louise Ltd.	125	334	500
b. developed on other land	200	533	800
TOTAL	325	867	1,300
2. Rental Facilities (sq. ft.)			
a. Restaurants	4,000	12,000	20,000
b. Supermarkets and Drugs	6,000	14,000	20,000
c. Gift and Specialty	3,000	6,000	10,000
d. Service	1,000	3,000	6,000
e. Administration and Municipal Services	500	1,000	2,000
f. Vehicle Service	4,000	8,000	12,000
TOTAL	18,500	44,000	70,000

NOTE: All figures are cumulative totals at each phase.

VILLAGE LAKE LOUISE

LOWER VILLAGE STAFF (NEW FACILITIES)	PHASE I	PHASE II	PHASE III
1. Total Staff	240	640	960
2. Total Staff + Dependents	300	800	1,200
3. % of Permanent—Seasonal—Transient	40%—25%—35%	40%—25%—35%	40%—25%—35%
4. Single Staff	146	390	586
5. Married Staff	22	58	86
6. Married with Family	72	192	288
7. Accommodation:			
a. 3 B.R. Units	12 units— 48 beds	28 units—112 beds	42 units— 168 beds
b. 2 B.R. Units	41 units—123 beds	105 units—315 beds	158 units— 474 beds
c. 1 B.R. Units	34 units— 51 beds	89 units—133 beds	136 units— 204 beds
d. Studio Units	16 units— 16 beds	51 units— 51 beds	74 units— 74 beds
e. Dormitory Units	20 units— 80 beds	54 units—216 beds	80 units— 320 beds
TOTAL	123 units—318 beds	327 units—827 beds	490 units—1240 beds

NOTE: All figures are cumulative totals at each phase.

Approximately 42% of new staff beds will be developed on land leased to Village Lake Louise Ltd. and the remainder built on independently leased parcels.

ESTIMATED NORTH AMERICAN SKI MARKET 1970 - 1980

	Skier Days		
	1970-1971	1975-1976	1979-1980
CANADA			
Total Skier-Days	10,000	16,000	22,500
Vacation Skier-Days 1/	2,000	4,000	6,800
WESTERN REGION MARKET 2/			
Total Skier-Days	4,000	6,900	10,000
Vacation Skier-Days	800	1,750	3,000
UNITED STATES			
Total Skier-Days	25,800	38,200	50,000
Vacation Skier-Days	5,200	9,600	15,000
WESTERN UNITED STATES 3/			
Total Skier-Days	9,600	16,400	22,800
Vacation Skier-Days	1,900	4,100	6,800

1. Calculated at 20 percent, 25 percent, and 30 percent, respectively, of the totals for the seasons shown.
2. Comprises British Columbia, Saskatchewan, Idaho, Montana, and Washington.
3. Includes 12 western states: Alaska, Arizona, California, Colorado, Idaho, Montana, New Mexico, Nevada, Oregon, Utah, Washington, and Wyoming.

Source: U.S. Department of Commerce and Economics Research Associates.

PROJECTED VOLUME OF SKIER DAYS IN CANADA

Season	Skier-Days (thousands)	Percentage Increase	Vacation Skier-Days (thousands)
1966-1967	6.4		
1968-1969	8.0	12.5%	
1970-1971	10.0	12.5%	2.0
1975-1976	16.0	12.0%	4.0
1979-1980	22.5	8.0%	6.8

Source: Economics Research Associates.

PROJECTED SKIER DAYS AT LAKE LOUISE 1970 - 1980

Season	Skier Days (thousands)	Annual Increase Number (thousands)	Annual Increase Percent
1970-1971	75	25	33%
1971-1972	114	38	50%
1972-1973	140	27	25%
1973-1974	157	17	12%
1974-1975	200	43	27%
1975-1976	230	30	15%
1976-1977	265	35	15%
1977-1978	318	53	20%
1978-1979	356	38	12%
1979-1980	400	44	12%
1984-1985	650	50	12%
1989-1990	1,000	70	10%

Source: Economics Research Associates.

PROJECTED WINTER VISITATION TO BANFF NATIONAL PARK
1970 - 1980

Period	Total Visitors (millions)
1970-1971	1.00
1974-1975	1.25
1979-1980	1.60
1984-1985	1.90
1989-1990	2.20

Source: Economics Research Associates.

PROJECTED WINTER SEASON OVERNIGHT VISITOR DAYS AT VILLAGE LAKE LOUISE 1971 - 1972 to 1979 - 1980

Season	Overnight Visitor Days (thousands)
1971-1972	72
1972-1973	105
1973-1974	130
1974-1975	190
1975-1976	230
1979-1980	450

Source: Economics Research Associates.

CANADIAN SKI DEMAND

MANUFACTURED IN CANADA

1967			1968			1969		
Pairs	$,000	$/pair	Pairs	$,000	$/pair	Pairs	$,000	$/pair
27,573	483	18.20	33,989	605	17.80	est. 36,000		

IMPORTS INTO CANADA

Countries that supplied over 10,000 pairs are given below:—

	Pairs	$,000	$/pair	Pairs	$,000	$/pair	Pairs	$,000	$/pair
AUSTRIA	27,211	899	34.30	33,835	972	28.70	56,647	1,533	27.10
GERMANY				13,841	340	24.40	12,035	288	23.40
FRANCE							13,602	579	42.60
CZECHOSLOVAKIA	16,904	111	7.87						
JUGOSLAVIA	14,356	159	11.10	11,120	140	12.60			
JAPAN	139,751	888	6.35	172,375	1,095	6.35	209,210	1,282	6.13
U.S.A.	19,048	850	44.60	15,814	926	58.50	18,374	929	50.50
OTHERS	20,364	597	29.35	24,340	712	28.30	40,604	548	13.50
TOTAL IMPORTS	237,635	3,526	14.85	271,325	4,185	15.40	350,472	5,159	14.80
EXPORTS—NIL									
TOTAL CANADIAN DEMAND	265,208			305,314			est. 386,000		

Source: Dominion Bureau of Statistics.

* Declared value in C$ at point of origin.

FLORA OF THE LAKE LOUISE STUDY AREA

C = Common E = Extensive L = Localized O = Occasional R = Rare

	Bow River Valley	Bog Areas	Mountain Slopes	Alpine Transition Area
TREES:				
Alpine fir *Abies lasiocarpa*	—	R,L	O,L	O,L
Alpine larch *Larix lyalli*	—	—	—	O
Balsam poplar *Populus balsamifera*	R,L	—	—	—
Lodgepole pine *Pinus contorta*	C,L	C,L	C,E	R,L
Paper birch *Betula papyrifera*	O,L	R,E	—	R
Trembling aspen *Populus tremuloides*	O,E	O,E	—	—
White spruce *Picea glauca*	R,L	—	—	—
White spruce X Engelmann spruce *Picea engelmanni*	O,L	C,E	O,L	R,L
SHRUBS:				
Alders *Alnus spp.*	—	—	R,L	—
Alpine bearberry *Arotostaphylos rubra*	O	—	—	O
Black gooseberry *Ribes lacustre*	O	—	—	R
Black huckleberry *Vaccineum membranaceum*	R	—	R	R
Black twinberry *Lonicera involucrata*				
Buffalo-berry *Shepherdia canadensis*	—	O,L	—	O,E
SHRUBS: continued				
Common juniper *Juniperus communis*	O	O	R	O
Creeping juniper *Juniperus horizontalis*	O	O	—	O
Crowberry *Empetrum nigrum*	O	—	—	O,E
Dwarf bilberry *Vaccinium caespitosum*	—	—	—	O,E
Dwarf birch *Betula glandulosa*	R	O	R	—
Flat-top spirea *Spirea lucida*	R	—	—	—
Grouseberry *Vaccinium scoparium*	—	—	—	O
Hazel *Corylus*	O,L	—	R,L	—
Kinnikinnick *Arctostraphylos ura-ursi*	O	—	—	R
Labrador tea *Ledum groenlandicum*	O	O	R	O
Mountain cranberry *Vaccinium vitis-idaea*	—	—	R	O
Orange honeysuckle *Lonicera glaucescens*	O,L	—	—	—
Pricly rose *Rosa acicularis*	O	R	R	R
Raspberry *Rubus idaeus*	O	—	R	R
Red-osier dogwood *Cornus stolonifera*	O,L	O,L	—	—

FLORA OF THE LAKE LOUISE STUDY AREA (continued)

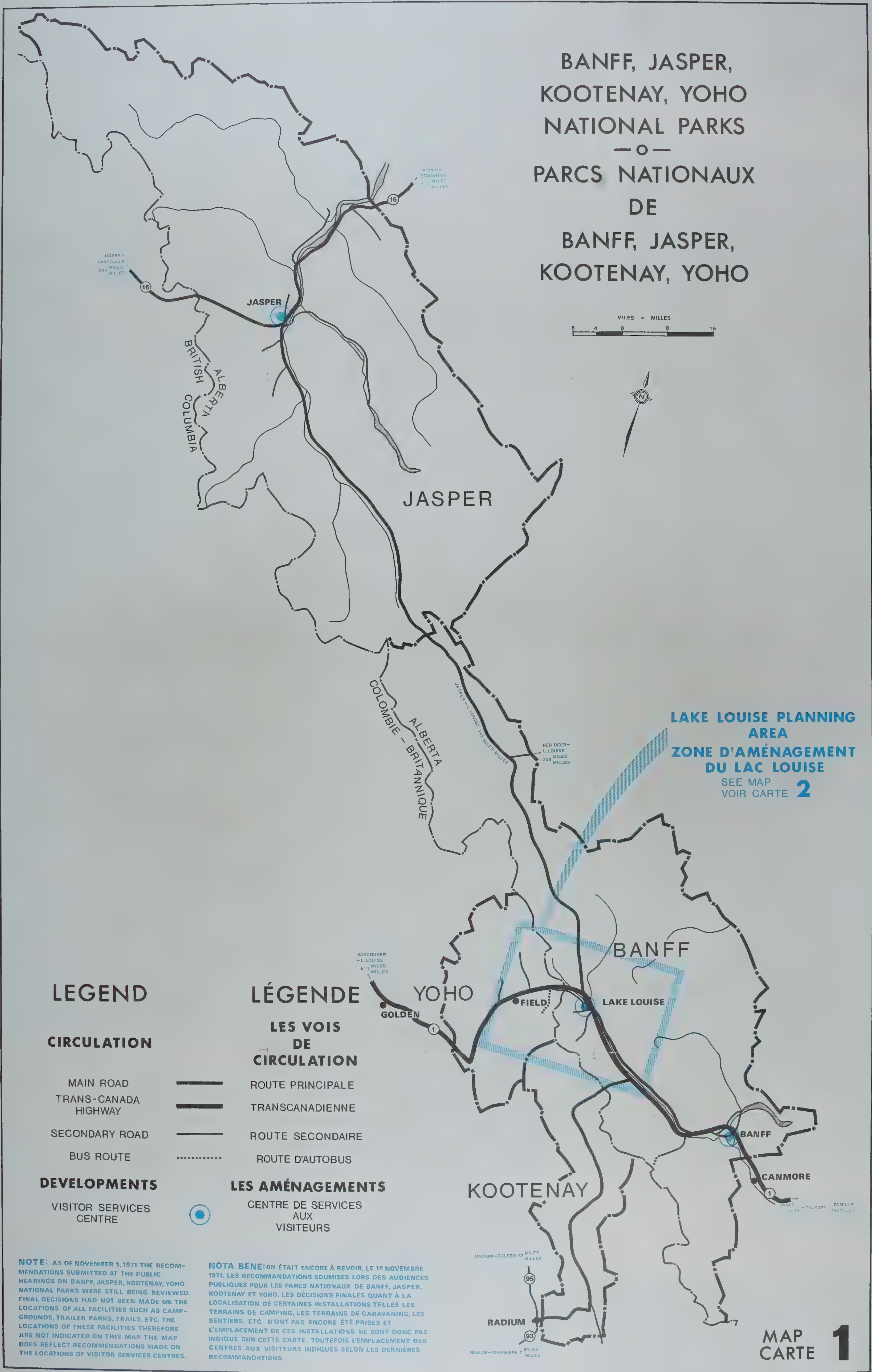
	Bow River Valley	Bog Areas	Mountain Slopes	Alpine Transition Area
SHRUBS. continued				
Red twinberry *Lonicera utahensis*	R	—	—	—
Squashberry *Viburnum edule*	O,L	—	—	—
Waxberry *Symphoricarpos albus*	O,L	—	O,L	—
Willows *Salix* spp.	O	O	R	O
GRASSES AND HERBS:				
Aster *Aster* spp.	O,E	R	—	—
Bronze bells *Stenanthium occidentale*	O,E	O,E	—	—
Bunch berry *Cornus canadensis*	O,L	O,L	—	—
Clematis *Clematis columbiana*	R,L	—	—	—
Club mosses *Lycopodium* spp.	R,L	O,E	R,L	—
Columbine *Aquileqia* spp.	R,L	—	R,L	—
Common fireweed *Epilobium angustifolium*	O	—	O	R
Common yarrow *Achillea millefolium*	O,E	—	—	R
Cotton grass *Eriophorum angustifolium*	R,E	—	—	—
Cloudberry *Rubus chamaemorus*	—	O,E	—	—

	Bow River Valley	Bog Areas	Mountain Slopes	Alpine Transition Area
GRASSES AND HERBS: continued				
Fairy bells *Disporum trachycarpum*	R	—	—	—
False Solomon's seal *Smilacina amplexicaulis*	—	R,E	—	—
Foam flower *Tiarella unifoliata*	R,L	R	—	—
Grass of Parnassus *Parnassia palustris*	R	R	—	—
Green lily *Zygadenus elegans*	—	R	—	—
Harebell *Campanula rotundifolia*	O,E	—	—	—
Heart-leaved arnica *Arnica cordifolia*	O,E	—	—	—
Heather *Phyllodoce* spp.	—	—	R,E	C,E
Horsetail *Equisetum* spp.	O,L	—	—	—
Lousewort *Pedicularis* spp.	R	—	O	—
Meadow rue *Thalictrum occidentale*	O,L	O	—	—
Mitrewort *Mitella nuda*	O	R	R	—
Northern bedstraw *Galium boreale*	—	R	—	—
One flowered wintergreen *Moneses uniflora*	R	R	—	—
One sided wintergreen *Pyrola secunda*	O,E	R	R	—

FLORA OF THE LAKE LOUISE STUDY AREA (continued)

	Bow River Valley	Bog Areas	Mountain Slopes	Alpine Transition Area
GRASSES AND HERBS: continued				
Oxeye daisy *Chrysantheum leucanthemum*	R,L	—	—	—
Paintbrush *Castilleja* spp.	R,L	—	—	—
Pearly everlasting *Anaphalis margaritacea*	R	—	R	—
Pinegrass *Calamagrostis rubescens*	C,E	O,L	C,E	R
Pussytoes *Antennaria* spp.	R	—	—	R
Pyrola *Pyrola asarifolia*	O,E	R	R	—
Queens cup *Clitonia uniflora*	R	—	—	—
Ragwort *Senecio* spp.	—	O	—	—
Reed grass *Calamagrostis* spp.	C	—	C	—
Sedge *Carex* spp.	C	C	R	—
Tall lungwort *Mertensia paniculata*	O	O	—	—
Twin flower *Linnaea borealis*	C,E	O,E	O	—
Twisted stalk *Streptapus amplexifolius*	R,L	—	—	—
Vetchling *Lathyrus ochroleucas*	R,L	—	R	—
White clover *Trifolium repens*	R,L	—	—	—

	Bow River Valley	Bog Areas	Mountain Slopes	Alpine Transition Area
GRASSES AND HERBS: continued				
Wild rye *Elymus* spp.	R,L	—	—	—
Wild retch *Vicia americana*	R,L	—	—	—
MOSSES AND LICHENS:				
Caladonia spp.				
Dicranum spp.				
Feather mosses				
Mnium spp.				
Petigera apthosa				
Polytrichum spp.				


JASPER
16
JASPER–VANCOUVER 543 MILES MILLES
JASPER–EDMONTON 233 MILES MILLES
BRITISH COLUMBIA
ALBERTA
JASPER
COLOMBIE–BRITANNIQUE
ALBERTA
JASPER–L. LOUISE 145 MILES–MILLES
RED DEER–L. LOUISE 208 MILES MILLES
BANFF
LAKE LOUISE
FIELD
YOHO
VANCOUVER–L. LOUISE 514 MILES MILLES
GOLDEN
1
BANFF
CANMORE
1
75 MILES
KOOTENAY
RADIUM–GOLDEN 67 MILES MILLES
95
RADIUM
93
RADIUM–INVERMERE 7 MILES MILLES
MILES – MILLES
8 4 0 8 16
N

BANFF, JASPER, KOOTENAY, YOHO NATIONAL PARKS
—o—
PARCS NATIONAUX DE BANFF, JASPER, KOOTENAY, YOHO

LAKE LOUISE PLANNING AREA
ZONE D'AMÉNAGEMENT DU LAC LOUISE
SEE MAP
VOIR CARTE **2**

LEGEND — LÉGENDE

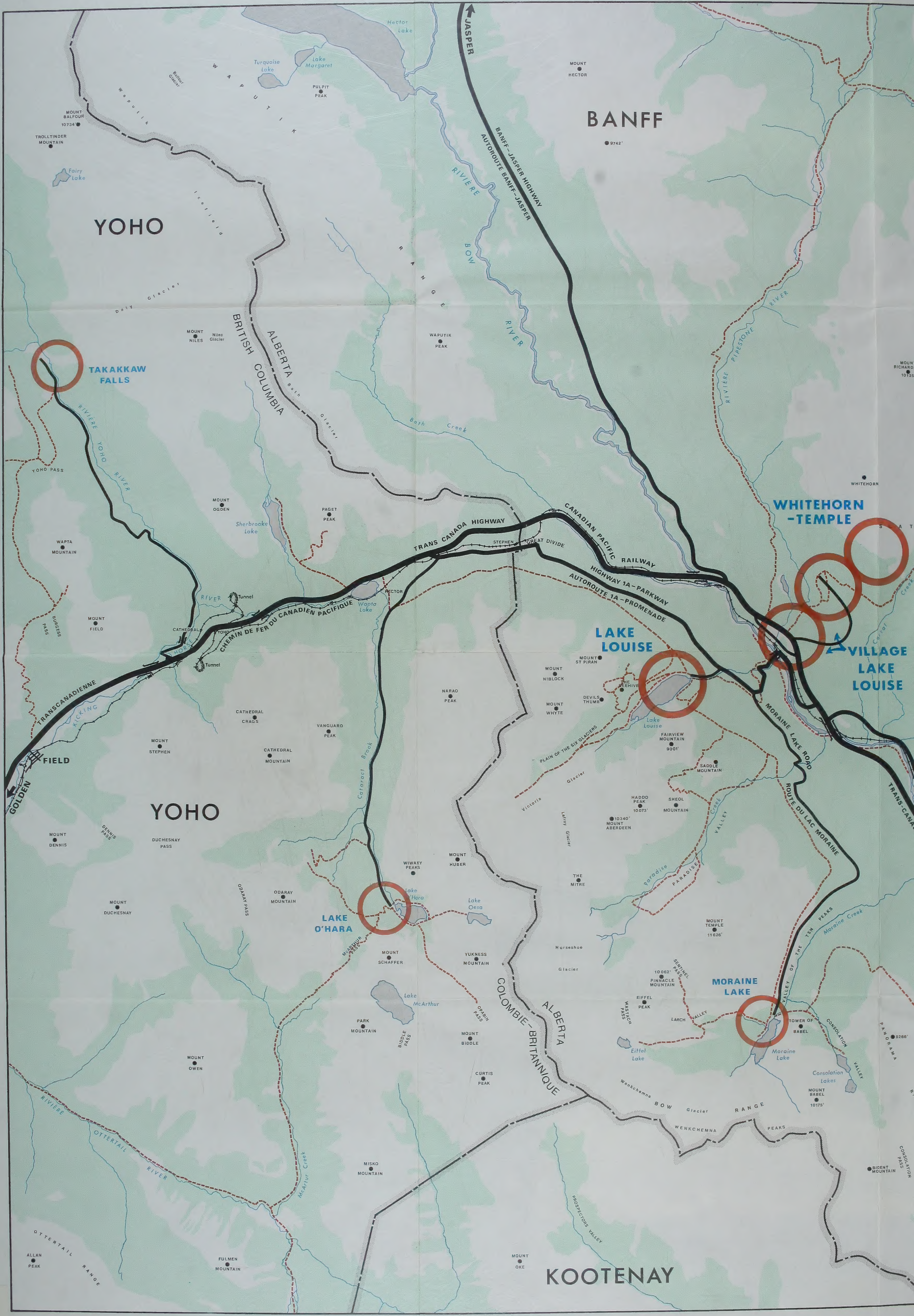
CIRCULATION		**LES VOIS DE CIRCULATION**
MAIN ROAD	━━	ROUTE PRINCIPALE
TRANS-CANADA HIGHWAY	▬▬	TRANSCANADIENNE
SECONDARY ROAD	──	ROUTE SECONDAIRE
BUS ROUTE	⋯⋯	ROUTE D'AUTOBUS
DEVELOPMENTS		**LES AMÉNAGEMENTS**
VISITOR SERVICES CENTRE	◉	CENTRE DE SERVICES AUX VISITEURS

NOTE: AS OF NOVEMBER 1, 1971 THE RECOMMENDATIONS SUBMITTED AT THE PUBLIC HEARINGS ON BANFF, JASPER, KOOTENAY, YOHO NATIONAL PARKS WERE STILL BEING REVIEWED. FINAL DECISIONS HAD NOT BEEN MADE ON THE LOCATIONS OF ALL FACILITIES SUCH AS CAMPGROUNDS, TRAILER PARKS, TRAILS, ETC. THE LOCATIONS OF THESE FACILITIES THEREFORE ARE NOT INDICATED ON THIS MAP. THE MAP DOES REFLECT RECOMMENDATIONS MADE ON THE LOCATIONS OF VISITOR SERVICES CENTRES.

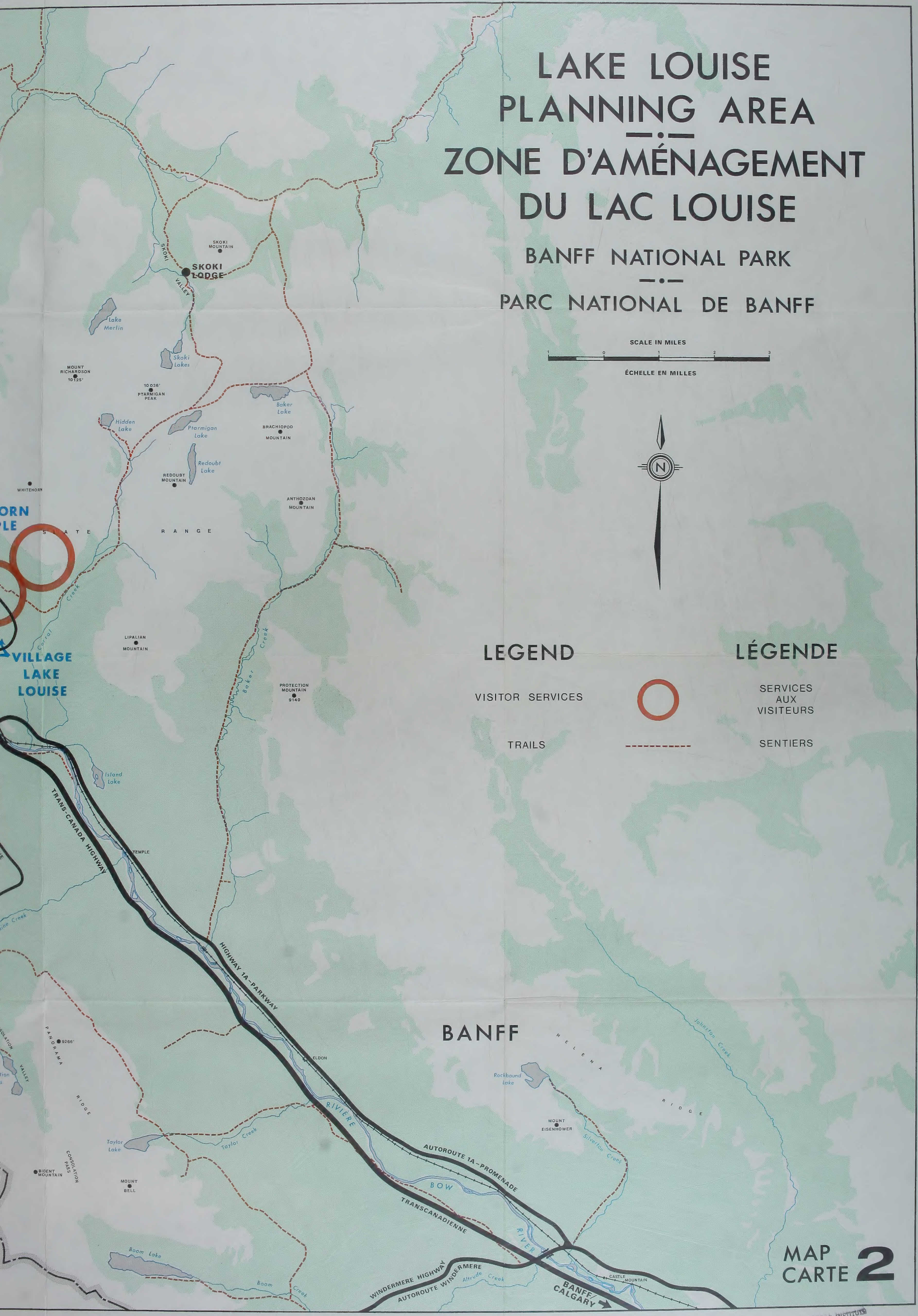
NOTA BENE: ON ÉTAIT ENCORE À REVOIR, LE 1^{ER} NOVEMBRE 1971, LES RECOMMANDATIONS SOUMISES LORS DES AUDIENCES PUBLIQUES POUR LES PARCS NATIONAUX DE BANFF, JASPER, KOOTENAY ET YOHO. LES DÉCISIONS FINALES QUANT À LA LOCALISATION DE CERTAINES INSTALLATIONS TELLES LES TERRAINS DE CAMPING, LES TERRAINS DE CARAVANING, LES SENTIERS, ETC. N'ONT PAS ENCORE ÉTÉ PRISES ET L'EMPLACEMENT DE CES INSTALLATIONS NE SONT DONC PAS INDIQUÉ SUR CETTE CARTE. TOUTEFOIS L'EMPLACEMENT DES CENTRES AUX VISITEURS INDIQUÉS SELON LES DERNIÈRES RECOMMANDATIONS.

MAP
CARTE **1**

POLAR
PAM
5363
POLARPAM
PAM: 712.23(*41)VLL FEB 3 1972 BOREAL INSTITUTE LIBRARY



POLAR
PAM
5363
POLARPAM



LAKE LOUISE PLANNING AREA
ZONE D'AMÉNAGEMENT DU LAC LOUISE

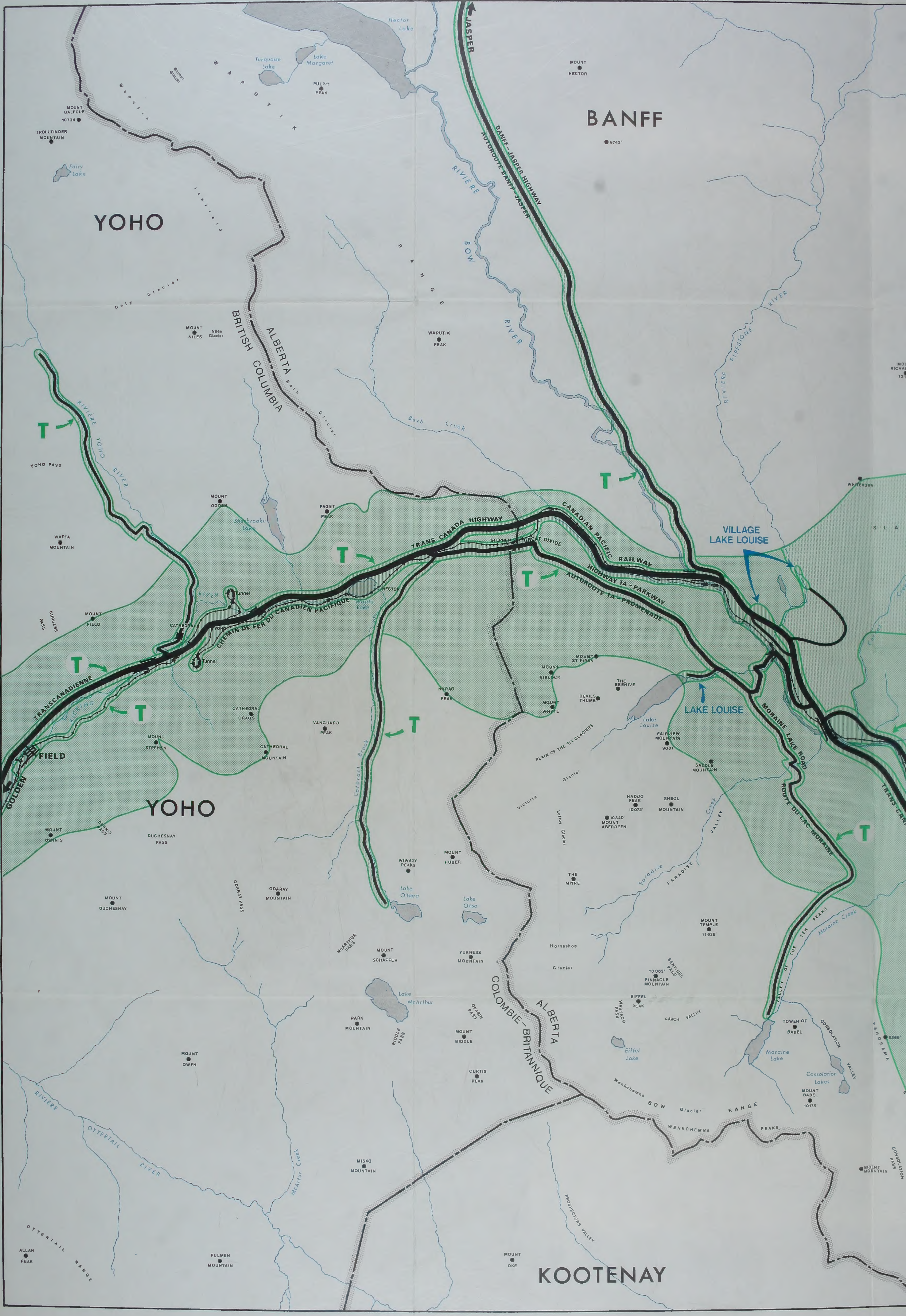
BANFF NATIONAL PARK
PARC NATIONAL DE BANFF

SCALE IN MILES
1 0 1 2 3
ÉCHELLE EN MILLES

LEGEND		LÉGENDE
VISITOR SERVICES	○	SERVICES AUX VISITEURS
TRAILS	- - - - -	SENTIERS

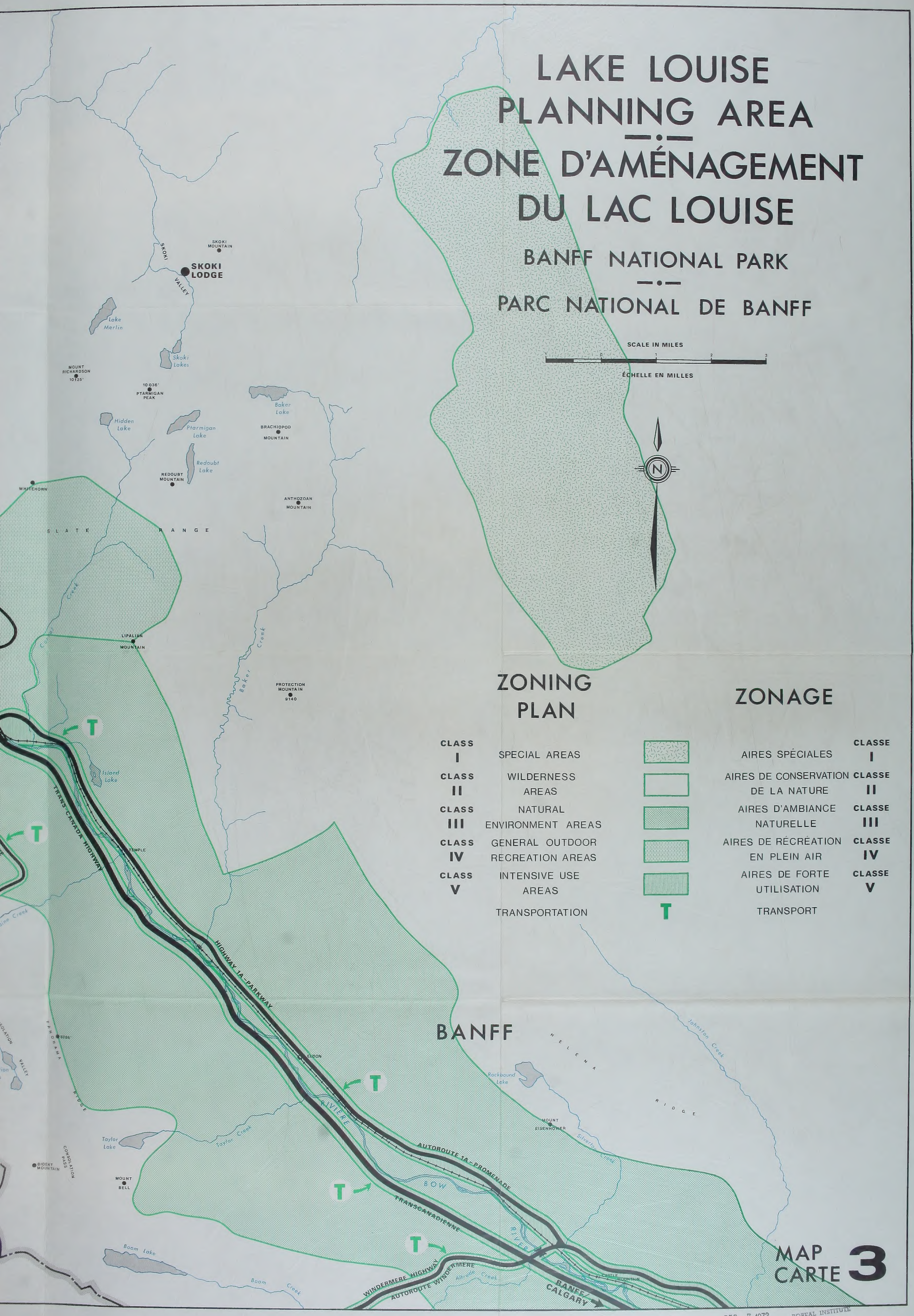
MAP CARTE **2**

FEB 3 1972
BOREAL INSTITUTE LIBRARY
06380-m2
Pam: 712.23: (*41) YLL



POLAR
PAM
5363

POLARPAM



LAKE LOUISE PLANNING AREA
ZONE D'AMÉNAGEMENT DU LAC LOUISE

BANFF NATIONAL PARK
PARC NATIONAL DE BANFF

SCALE IN MILES
ÉCHELLE EN MILLES

ZONING PLAN — ZONAGE

CLASS I	SPECIAL AREAS	▨	AIRES SPÉCIALES	CLASSE I
CLASS II	WILDERNESS AREAS	☐	AIRES DE CONSERVATION DE LA NATURE	CLASSE II
CLASS III	NATURAL ENVIRONMENT AREAS	▨	AIRES D'AMBIANCE NATURELLE	CLASSE III
CLASS IV	GENERAL OUTDOOR RECREATION AREAS	▨	AIRES DE RÉCRÉATION EN PLEIN AIR	CLASSE IV
CLASS V	INTENSIVE USE AREAS	▨	AIRES DE FORTE UTILISATION	CLASSE V
	TRANSPORTATION	T	TRANSPORT	

MAP CARTE 3

FEB 3 1972
BOREAL INSTITUTE LIBRARY
06380-M3